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American Railroad Journal.

New York, Saturday, January 25, 1868.

Dunleith and Dubuque Bridge.

The Iron Railroad Bridge across the Mississippi River at Dubuque, Iowa, has been let to the Keystone Bridge Company of Pittsburgh, Penn. All of the prominent bridge builders submitted plans and estimates and the competition was quite spirited, several of the bids being within a trifle of each other; but after careful consideration, the "Linville & Piper" patent truss which has given such perfect satisfaction upon the Pennsylvania, Steubenville, and other leading lines where it has been used, was adopted.

The entire bridge is to consist of a draw or "pivot" span of 360 feet, 2 spans adjacent thereto of 250 feet each, and 4 spans of 225 feet—in all 1,760 feet.

The contracting parties at first decided to select the plan submitted by the Keystone Bridge Company, in which the top chord was composed of cast iron, but subsequent investigation of the superior merits of their entire wrought iron truss bridge, embracing their patent swelled wrought iron posts, upset weldless chord links, and all of their more recent improvements, induced them to

incur the additional expense and contract for the latter. To the Dubuque and Dunleith Bridge Co., therefore, will belong the honor of first putting across the Mississippi an entire wrought iron bridge, those now building for the Chicago, Burlington and Quincy Railroad Company being of cast and wrought iron combined.

It is said that the contractors have been offered a very handsome bonus for every day saved previous to January 1st, 1869, at which date they have agreed to have the bridge completed and ready for traffic.

We also learn that the contract for the construction of the bridge across the Missouri at Kansas City has been let to this company and that the construction of it is now well under way. It will consist of a span of 360 feet, and a span of 70 feet entirely of wrought iron, one span of 250 feet, two spans of 200 feet, one span of 180 feet, and one span of 130 feet constructed of combined wood and wrought iron upon the "double triangular truss" principle.

Dutchess and Columbia Railroad.

The farmers, manufacturers, and other business men residing in central Dutchess County having long observed that their more favored friends along the lines of the Harlem and Hudson River Railroads were rapidly accumulating wealth by means of the business facilities afforded by their proximity to those avenues to market, in which they could not participate in consequence of having to transport their products an average distance of 12 miles, over high ridges, to the railroad stations, determined to have a railroad of their own, to pass near their own doors. They had a sufficient general knowledge of the shape of the country to satisfy them that as there were fine valleys extending from the northern part of the county to the southern, and that a railroad could be cheaply constructed. Engineers were accordingly procured, the line carefully surveyed and located, and a company organized under the name of the Dutchess and Columbia Railroad Co., under the General Railroad Law of the State; the road to have its northern terminus in Columbia County, and its southern on the Hudson River at or near Denning's Point. Meetings were held in each town through which the proposed road

would run, and books of subscription were opened. The farmers, and others along the line, subscribed about \$500,000, and outside capitalists gave nearly \$300,000 more. The road in Dutchess County was put under construction from a point in the town of Pine Plains, a short distance south of the Columbia County line, to its terminus on the Hudson River, near Denning's Point and Fishkill Landing, a distance of 43 miles. The company mean to extend their line northwardly into Columbia County to some point hereafter to be controlled by local subscriptions and other considerations. Surveys have also been made from the Pine Plains portion of the Dutchess and Columbia Railroad eastwardly through Millerton and northern Connecticut, passing through the important towns of Lakeville, Salisbury, Canaan, Norfolk, Winsted, New Hartford and Collinsville, and thence to Springfield, Mass., there to connect with the Western Railroad, and form the shortest line of railroad from Boston to the Hudson River at Fishkill. At Collinsville, a branch of a few miles will connect Hartford with this important route, and give that city as favorable a railroad connection with the Hudson River as any presented to their choice. About 500 laborers are now cutting down the hills and filling up the hollows along the Dutchess and Columbia Railroad line, and it is evident that before the summer is over the grading will be ready for the track, the iron for which has already been purchased, and the cars running through the centre of Dutchess County before another Winter.

Fort Scott and Santa Fe Railroad.

The survey of the line of this road has recently been completed by Col. A. Vleit, Engineer, of Fort Scott to the mouth of the Little Arkansas, a distance of over two hundred miles. On the line of his survey he touched the towns of Humboldt, Eureka, El Dorado, and Towanda. He also surveyed a line from Fort Scott to Iola. Col. V. thinks the route compares most favorably with any other proposed railroad in the State.

The work on the Union Pacific Railroad is being vigorously pushed forward, and the construction train is now run almost to the summit of the Black Hills. The road will be finished to Saunders by the last of May.

Vermont and Massachusetts Railroad.

The earnings of this road for the years ending November 30, 1866 and 1867, were:

	1866.	1867.
From passengers	\$146,682 45	\$151,962 72
From freight	233,391 30	248,162 99
From Cheshire R.R. Co., for joint use of road from Fitchburg to Ashburnham, and of engine house, water, station buildings, and services performed at Fitchburg and other stations	39,000 00	39,000 00
From U. S. mails	6,000 00	6,000 00
From expresses	5,487 54	8,761 83
From rents	3,924 83	6,114 05
From tolls (Northfield Br.)	973 76	889 50
From miscellaneous	445 40	532 72

Totals\$435,965 27 \$461,423 81

Expenses, viz:

Repairs of road	\$46,096 65	\$65,474 06
" buildings	28,599 95	22,303 18
" locomotives	15,819 17	45,901 74
" cars	31,740 51	46,782 71
" bridges	4,123 27	9,085 61
" tools	4,418 18	3,910 62
Passenger department	20,876 25	23,721 53
Freight	26,550 16	33,288 42
Switch, watch and flagmen	5,246 28	7,001 06
Oil and waste	4,878 70	4,212 22
Fuel	27,266 72	32,452 22
Renewals of iron	27,575 33	51,444 44
Rent to Conn. River R. R.	1,500 00	1,500 00
Loss and damage	2,229 16	3,498 23
Taxes and insurance	4,166 66	5,755 55
Salaries	7,550 00	8,175 00
United States tax	9,724 94	3,762 18
State tax	14,977 41	20,837 70
All other expenses	11,988 29	9,722 66

Totals\$295,321 63 \$398,829 13

Earnings less expenses, \$140,643 64 \$62,594 68

Interest account..... 28,824 14 28,480 31

Balance\$111,819 50 \$34,114 37

Compared with the previous year the gross earnings of 1867 show an increase of \$25,458 54; with an increase in expenses of \$103,507 50—making a decrease in net earnings of \$78,048 96. The report says:

The gross earnings of the past year are the largest of any year since the road went into operation; but owing to the large expenditures on the road during the year, the net earnings appear small. Notwithstanding this apparent decrease of net income, our business of the year has been prosperous and increasing, and our property has been increased in value and efficiency. It will be seen at once that the increased expenditures have generally been in those items which add a permanent value to the road, and are not lost because charged to expense account. We have expended a large amount for permanent improvements, and rolling stock for future use, which will diminish the amount of current expenses hereafter, we hope. At Brattleborough, we have built a new engine house, water works and turn table, at a cost of \$12,546 59. At Fitchburg, a new turn table, with its masonry, and enlarged offices, at a cost of about \$3,000. At Ashburnham, with the Cheshire road, a turn table, at a cost of \$1,419 76. New freight cars, \$7,800. New turn outs, &c., at Brattleborough and Greenfield, at \$3,201 90. New locomotive, \$15,000. Cost of building another in our shop, (not yet completed,) \$8,000. Two new passenger cars \$9,540. Arch beams in the Connecticut River Bridge and Deerfield River Bridge, \$5,000. These expenditures, amounting to \$65,508 25, are for the most part, over and

above the ordinary repairs, and are all charged to current expenses.

We have also built 179 feet of short bridges, 282 feet of new wood shed, and four miles of new board fence. We have laid down in our track 800 tons of new rails.

We have made these expenditures under the belief that it is good economy to be liberally prepared in advance for the wants of our steadily increasing business, not forgetting the demands which the extended road to Shelburne Falls will soon make upon us. That road is now completed to that enterprising town, and we are prepared to run it as soon as it is delivered to us, under the joint lease from the Commonwealth to the Fitchburg Railroad Company and our company.

We suffered a heavy loss, to the extent of nearly \$20,000, by the washing of our road during the tornado and water spout at Northfield, on Friday, the 7th day of June, 1867. The storm lasted about one hour, but the damage was probably all done in twenty minutes from the commencement of the rain. Common roads in the neighborhood were made entirely impassable, many farms were much injured, and private property destroyed. The swollen stream under our road became choked up from the ruins above, the water rose to a great height and tore away our culverts, embankment, &c. The heavy stones of the culverts were carried off to a considerable distance, apparently as easily as the gravel of the embankment. The length of the road injured was but a few rods, in a deep ravine, but the masonry and embankment were heavy and expensive. The work of repair has all been completed and paid for. No foresight could have guarded against this extraordinary injury, and no power could have withstood the violence of the storm.

The suit in Vermont, pending last year upon the validity of the old scrip, is undetermined. The testimony has been closed, and the case will soon be made up, presenting the questions of law to be settled.

We have made a contract for six years with the Connecticut River Railroad, by which that road runs all their trains over our ten miles of road between South Vernon and Brattleboro', for a sum agreed upon to be paid by us, which arrangement we believe is satisfactory to the Connecticut River line.

Our contract with the Cheshire Railroad for the use of our road for their trains between Ashburnham and Fitchburg, will expire in August next. The contract will doubtless then be renewed for a term of years, at a considerable advance of rent over what we have received for the last five years.

It is expected that the Troy and Greenfield Railroad will be completed to the Tunnel by July 1st. If so, we shall furnish attractive facilities for travelling over our line, and over the Hoosac Mountains to Troy, Albany, Saratoga and the West, without any increase of rolling stock as far as our road is concerned. The summer and pleasure travel will find no more attractive route than up the Valley of the Deerfield River and over the Hoosac Mountains.

During the past five years the gross earnings of our road have more than doubled by regular annual increase from ordinary business, without any benefit from our location as part of a great through line to the West.

Gross earnings, 1867\$461,423 81

Gross earnings, 1862 216,064 86

Gross gain in five years\$245,358 95

Upon the completion of the Hoosac Tunnel we shall have the benefit of the through business for which the large outlay of capital in our line was designed, and shall in public usefulness and adequate compensation therefor stand side by side with the Boston and Albany Railroad. Were the Tunnel now completed the proprietors of the Cunard steamers, instead of granting to the City of Boston the favor of an occasional call, would be glad to renew their business relations with our metropolis, or would be obliged to yield a profitable business to other lines.

The indebtedness of the company, as will appear by reference to the annexed statement, is \$553,172 50; and the assets, (exclusive of fuel, oil, old rails and stock materials on hand,) \$93,907 90—showing an excess of indebtedness of \$459,264 60.

TREASURER'S TRIAL BALANCE.

Construction of main road	\$2,992,284 23
Construction of Greenfield Branch	248,495 08
Equipment, engines and cars	225,650 20
	\$3,466,429 51
Oil and waste	1,019 15
Fuel	25,699 00
Stock materials	38,236 52
Balances due from agents, connecting roads, for carrying mails, &c.	2,968 51
Loans on interest	43,500 00
Cash	22,010 98
Sinking fund	14,000 00
Vermont and Massachusetts Railroad bonds, (\$12,800)	11,428 41
	\$3,625,292 08
Capital stock, (28,600 shares)	\$2,860,000 00
Mortgage bonds, redeemable July 1, 1883	550,000 00
Mortgage bonds, redeemable July 1, 1865	200 00
Bond certificates	145 00
Dividends unpaid	2,827 50
Balance of road income to Nov. 30, 1867	212,119 58
	\$3,625,292 08

President.—DANIEL S. RICHARDSON.

Directors.—Daniel S. Richardson, William H. Hill, James A. Dupee, Francis Goodhue, George F. Gay.

Treasurer.—FRANKLIN N. POOR.

Superintendent.—OTIS T. RUGGLES.

Louisville and Danville Railroad.

A meeting of delegates from Louisville, Jefferson, Shelby, Anderson, Mercer and Boyle, was held at the Capitol, in Frankfort, Ky., on the 9th inst., to take into consideration the feasibility of constructing a railroad from Louisville to Danville. Judge W. F. Bullock was appointed chairman, and T. C. Bell, Esq., Secretary. On motion, it was resolved that the most practicable and suitable route for a railroad from Louisville to Danville was through the County of Shelby, running through or near Shelbyville; thence through Anderson, through or near Lawrenceburg; thence through Mercer, running through or near Harrodsburg, thence to Danville.

A committee, with Gen. J. H. Sneed as chairman, was appointed to draft a charter for said proposed road or amendments to the charter of the Shelbyville Railroad, and report the same to the meeting for its inspection.

The committee subsequently reported that they had agreed upon certain amendments to the charter of the Shelby Railroad Company, which would fully accomplish the purposes and objects for which the meeting was called.

The said amendments were read and adopted by the meeting.

The following gentlemen were appointed a committee to secure the passage by the General Assembly of said amendments: Dr. N. Green, S. L. Geiger, Boyd Winchester, J. Fry Lawrence, C. Sanders, J. W. Davis, C. M. Harwood, J. H. Yowell, B. Magoffin, and J. M. McFerrer.

On motion, the following gentlemen were appointed a committee to lay before the authorities

of the city of Louisville the proposition to build the railroad from Louisville to Danville, and solicit aid from the city in the construction of the road, viz: M. J. Durham, Col. P. B. Thompson, J. H. Yowell, C. M. Harwood, S. L. Geiger, J. D. Guthrie and W. F. Bullock.

Norfolk and Petersburg Railroad.

The receipts from operations of this road for the fiscal year ending September 30, 1867 were:

From passengers.....	\$44,108 47
" freight.....	141,502 73
" mail.....	4,074 96
" telegraph.....	633 53
" express freight.....	4,877 31
" hire of cars.....	13,458 15
	\$208,655 15

Expenses, viz:

Transportat'n department..	\$74,609 71
Road department.....	42,359 05
Machinery department....	20,506 72
Salaries general officers and expenses.....	11,935 43
Office expenses.....	1,766 24
Taxes and law fees.....	3,547 75
Losses—property.....	3,806 92
Telegraph.....	2,892 19
	161,424 01

Earnings less expenses.....	\$47,231 14
Discounts.....	\$3,718 92
Interest on funded debt and guaranteed stock.....	49,390 00
	53,108 92
Deficit.....	\$5,877 78

The liabilities of the road, other than its funded debt is stated at \$223,998 13, of which \$115,010 95 is in the form of notes and acceptances, and \$108,987 18 in the shape of open accounts; but of this latter sum the cancellation and payment of \$93,000 had been arranged out of the available assets in hand. The balance of this indebtedness, say \$16,000, added to the item first mentioned, makes the actual liability of the company \$181,000, for the payment of which the company rely upon the sale of \$160,000 of its first mortgage 7 per cent. bonds.

The entire issue of bonds allowed by this mortgage is but \$600,000, and considering the value of the property which has cost in cash over \$2,250,000; that the rails upon the road, now as good as new, and in the aggregate amounting to about 10,000 tons, would bring more than that sum; that interest has been punctually paid upon the bonds heretofore sold; and that the earnings of the road demonstrate the ability of the company to continue the discharge of this obligation regularly, ought to render the disposal of these easy, and at fair rates.

The additions made to the property of the company during the year amounted to \$55,380 84, and embraced one first class tonnage engine, 35 tonnage cars, 2 timber trucks, and part ownership of the depots employed for Baltimore and New York freights, besides a valuable real estate at Ivor.

During the year 26,219 ties have been put in the track. The road bed is in fair order, and the rail quite as good as when first laid. The movement of trains over the road has been marked with great regularity, and with wonderful freedom from accidents and losses. The motive power and rolling stock have been kept in good repair, and are now in splendid order.

The company have 7 locomotives, 3 first-class and 2 second class passenger cars, 2 mail and baggage cars, 51 box, 37 flat, 1 cattle and 2 timber cars. Miles run with passenger trains, 51,415; with tonnage trains, 41,704; with material trains, 18,454; switching trains, 13,565—total miles run, 120,138.

The total tonnage of the road was 40,218.64; of which 27,879.61 were through, and 21,339.03 way. Equivalent number of tons carried one mile, 3,420,360.98.

The total number of passengers carried was 24,530; of these 17,147 were first-class, and 7,383 second class; 2,450 were through and 22,080 way passengers. Equivalent number of passengers carried one mile, 1,217,816.

The total number of bales of cotton received at Norfolk during the year was 37,979, of which 9,910 were from Georgia, 19,934 from M. & C. R. R., 2,786 from Nashville, and 5,349 from Petersburg.

CONDENSED BALANCE SHEET.

Cost of property.....	\$2,282,943 00
New construction and equipment..	55,380 84
Discount on sales of bonds.....	15,533 31
Operating expenses.....	161,424 01
Discount and interest.....	53,108 92
War account.....	52,897 62
Virginia state bonds.....	\$200,000 00
Storehouse supplies....	8,130 34
Bills receivable.....	2,565 90
Real estate, Ivor.....	7,652 46
City of Norfolk stock.....	7,130 00
Va. and Tenn. R.R. st'k.	3,116 50
Cash on hand.....	3,720 35
	232,315 55
	\$2,853,608 25
Capital stock—common.....	\$1,361,100 00
" preferred.....	300,000 00
" guaranteed.....	137,500 00
Eight per cent. 1st mort. bonds.....	286,000 00
Seven " " ".....	3,500 00
Eight " 2d ".....	6,000 00
Eight " funded interest b'ds.....	42,600 00
Seven " loan.....	284,250 00
Notes and acceptances.....	115,010 92
Open accounts.....	108,987 18
Gross revenue.....	208,655 15
	\$2,853,608 25

President.—WILLIAM MAHONE.

Directors.—On the part of the state, John B. Whitehead, G. W. Camp, Geo. Bramble; on the part of private stockholders, C. W. Grandy, G. C. Walker.

Treasurer.—JAS. E. CUTHBERT.

Master of Transportation.—HENRY FINK.

Milwaukee and Prairie du Chien Railroad.

The transfer books of the Milwaukee and Prairie du Chien Railway Company will be closed on the 22d inst., preparatory to the payment of dividends on the first and second preferred stock on the 1st of February, and be opened on the 3d proximo. On the 31st December, 1866, this company sold all its property to the Milwaukee and St. Paul Company, and the latter then agreed to pay interest on the first preferred stock of the former company until the 1st of February, 1868, at eight per cent. in money, and on the second preferred stock at the rate of seven per cent. The Milwaukee and St. Paul Company will, on the date mentioned, exchange the first preferred stock for eight per cent. bonds, and the second preferred stock for seven and three-tenths per cent. bonds, the interest on both to be payable semi-annually.

Lake Superior Mining Region.

The product of the copper mines in the Lake Superior region in 1867 was 7,900 tons, valued at \$3,876,000. In 1866 the product was 8,000 tons, valued at \$4,800,030, showing a decrease of 100 tons, and a decrease in the value of product of \$924,000.

The product of the iron district in 1867 was: Ore, 463,500 tons; pig iron, 30,243 tons—total 493,743 tons, valued at \$3,414,120. In 1866 the value of the product of the iron district was \$2,405,920—showing an increase of \$1,008,200.

The increase in the iron product has been 100 per cent. within the past three years, and the population and the business of the district have been proportionately augmented.

The value of exports and imports in 1867, were as follows:

Copper region.....	\$6,752,000
Iron district.....	5,480,000
Lumber and shingles (exported).....	7,000
Fish (13,500 bbls).....	54,000
Hides and tallow.....	23,000
Ashes.....	3,500

Total exports and imports.....\$12,324,500

The value of the exports and imports in the lumber district on the south slope of the Upper Peninsula, the trade of which is with Chicago, Milwaukee and Green Bay, is about \$2,400,000.

The amount of new capital invested in the copper interest in 1867 was \$2,255,000; and in the iron interest, \$1,650,000—total, \$3,905,000.

The receipts from tolls on the St. Mary's Ship Canal in 1867 were \$31,054 79; in 1866, \$23,969 54—an increase of \$7,085 25.

It will be seen that including the lumber trade, above referred to, the yearly commerce of the Lake Superior region already aggregates \$14,744,500, and is rapidly increasing.

Lebanon Springs Railroad.

The Lebanon Springs and Bennington Railroad, connecting with the Harlem Railroad at Chatham Four Corners, is expected to be completed about the 1st of July next. Of the 56 miles, 33 miles are already graded and ready for the ties. Almost one-half of the remainder of the new road is also graded. Among the advantages anticipated from this new link in the chain of railroads in this State, one of the most prominent is the formation of a grand trunk line from New York to Montreal without change of cars. To the Harlem road alone the traffic thus to be developed is estimated at \$1,000,000 a year, while to the general interests of this State, and the enlargement of this productive powers, these new facilities for transportation are sufficiently obvious.

The following gentlemen have been elected directors of the Middleboro' and Taunton Railroad: J. B. Tobey, E. Tucker, P. Tillinghast, J. S. Tillinghast, W. A. Crocker, C. Robinson and A. Field. J. B. Tobey, of Wareham, President; E. Pickering, Treasurer, and W. E. Swasey, of Taunton, Superintendent.

The Westminster Sentinel says the Western Maryland Railroad is now graded nearly all the way to Hagerstown. They have commenced laying the track west of Union Bridge.

The contracts for the grading of the Detroit and Howell Railroad have all been let, and the work is to be commenced immediately.

Arrivals at New York, 1867.

The annexed statement shows the number of arrivals of merchant vessels at this port from foreign ports from Jan. 1, to Dec. 31, 1867, inclusive, the class of vessel, and their nationality:

FROM FOREIGN PORTS.

Nationality	Steamers.	Ships.	Barks.	Brigs.	Schrs.	Total.
U. S. of America	182	265	357	485	564	1,853
Great Britain	350	131	847	844	381	2,053
Bremen	50	31	98	4	0	183
Italy	0	1	24	50	0	75
Denmark	0	1	15	23	3	41
Hamburg	42	23	19	7	9	91
Russia	0	1	2	1	1	0
Netherlands	0	0	9	18	2	29
Prussia	0	5	36	21	1	53
France	35	1	4	6	1	47
Norway	0	9	40	18	0	67
Sweden	1	2	13	15	0	31
Hanover	0	0	1	4	0	5
Austria	0	2	8	3	0	19
Mecklenberg	0	0	7	0	0	7
Portugal	0	2	1	9	7	19
Oldenburg	0	0	2	17	3	21
Spain	1	4	6	18	0	29
Belgian	0	1	0	1	0	2
Argentine Repb.	0	1	7	0	0	8
Brazil	0	0	1	6	2	9
Venezuela	0	0	0	5	0	5
Lubec	0	0	1	1	6	8
Columbian	0	0	0	0	2	2
Hayti	3	0	0	3	1	7
Mexico	0	1	1	3	0	5
Greece	0	0	2	0	0	2
Holstein	0	0	1	2	0	3

Total.....664 476 1,003 1,564 966 4,673

The following table shows the arrivals at this port in 1867, of vessels engaged in the coastwise trade:

COASTWISE.

	Steamers.	Ships.	Barks.	Brigs.	Schrs.
January	105	2	8	15	82
February	112	8	15	20	123
March	117	5	5	12	286
April	110	5	4	19	590
May	106	7	8	18	501
June	105	2	2	25	486
July	85	6	2	26	490
August	87	10	5	26	431
September	99	3	8	28	542
October	112	9	18	38	620
November	133	5	14	53	1,703
December	162	5	12	35	1,279

Total.....1,333 67 101 325 7,137

Whole number as above.....8,963
Which added to the foreign4,672

Making a total for 1867.....13,635
Whole number 1866.....12,299

Increase.....1,337

	Foreign Arrivals.	Coastwise Arrivals.	Total of all classes.
1867	4,672	3,963	8,635
1866	4,900	7,398	12,298
1865	4,662	7,972	12,634
1864	4,844	7,981	12,825
1863	5,082	7,983	13,065
1862	5,458	7,148	12,606
1861	5,095	6,977	12,072
1860	4,424	8,418	12,842
1859	4,027	7,809	11,836
1858	3,483	7,218	10,701
1857	3,802	6,097	9,899
1856	3,809	6,100	9,909

The earnings of the Atlantic and Great Western Railway from April 1, 1867, (the commencement of the Receiver's fiscal year,) to November 30, 1867, were.....\$3,559,171 96
For the same period last year.....4,012,634 85

Decrease.....\$453,462 89

Rock River Improvement.

We have received a copy of the report of the committee, appointed by the Governor in pursuance of a resolution passed by the Legislature last year, to investigate and report upon the proposed improvement of Rock River, with a view of calling the attention of the General Government to its importance to the national interests, in the hope of obtaining Government aid in the prosecution of the work.

The improvement referred to contemplates the construction of a canal and slack water navigation from Fond du Lac in Wisconsin to Rock Island in Illinois—a distance of 285 miles; and which, with Lake Winnebago and the lower Fox to Green Bay, would open a navigable water course over 450 miles long, through an important and fertile portion of the State, and connecting Lake Michigan with the Mississippi River. The committee thinks there could be no rivalry or antagonism between this interest and that of the Fox River Improvement Company, which has for some time held a charter, been endowed with a land grant, and is now going forward with its work; but rather that the routes would be tributary to each other as links in the great chain of internal navigation. The navigable water courses now in use or contemplated—converging on Lake Winnebago, from North, South, East and West—amount, estimated by the committee, to 1,020 miles, affording such rare facilities for interior transportation as few if any of our sister States possess.

One of the natural features of this stream which the committee regards of importance in considering the feasibility of the proposed canal, is the numerous expansions of the river into broad and shallow lakes, which fill the important function of reservoirs of water, at the same time they prevent the devastating effects of floods. Col. Worrall, who made a survey of Rock River, says that Horicon Lake could be made a reservoir capable of supplying a canal seven feet in depth, or sufficient to float boats of 500 tons burthen. This lake is 333 feet above the Mississippi, at Rock Island; and Lake Winnebago 170 feet above Lake Michigan at Green Bay.

Some interesting figures are given of the agricultural productions in 1865, of the ten counties bordering on the route from Green Bay to the State line:

	Bushels.
Wheat	3,194,000
Corn	3,131,000
Oats	3,333,000
Potatoes	1,529,000
Butter, lbs.	800,000
Cheese, lbs.	300,000
Live stock, value	\$5,777,000

The commerce, manufactures and agricultural productions of the four counties, located on the proposed improvement—Rock, Fond du Lac, Jefferson and Dodge—are estimated to amount to \$40,000,000 annually, and that upon the whole route, including that portion of Illinois through which it passes, it will aggregate \$125,000,000 per annum, on which would be saved to the people, by using this route, in the cheapening of transportation, an amount estimated at \$10,000,000 yearly, an item which would certainly justify a liberal expenditure by the people of those sections, in forwarding the work. This estimate is founded upon a certain proposed carrying capacity of the canal, and the difference in cost of railroad and canal transportation.

Among the articles whose transportation would form an important item of business on this route, are mentioned the vast productions of lumber and fuel of our northern forests, to supply the demand of the prairies of Illinois; ice from our pure lakes and rivers for the lower Mississippi market; grain and other agricultural productions of our fertile interior counties seeking an eastern or southern market; and last but not least, the rich ores of the Lake Superior mines, to meet, at the splendid water powers along the river, their necessary "associate of the furnace," coal from the

rich beds at the mouth of Rock River. The committee conceives that with all the splendid facilities for manufacture along this route, and which this improvement would develop, there would grow up a chain of large manufacturing towns from Green Bay to Rock Island, that would make Wisconsin the rival of New England in this branch of industry.

The cost of the projected canal, according to Col. Warrall's estimate, would be a little over five millions and a quarter dollars to make a navigation equal in size to the present Illinois and Michigan Canal. A survey and estimate was also made for a larger canal to cost near fifteen millions, with locks 200 feet long and 30 feet wide, which would allow the passage of boats of 500 tons burthen, and be capable of transporting ten million tons during the season of navigation. As to which of the two plans to adopt, "it is evident," says the committee, "that if we are to expect the aid of the Government, we must conform to its views, and these seem to be in favor of the larger canal." It is the opinion of the committee that the rise in the value of property along the line of the proposed work, the moment it is completed would more than pay for its cost.

The projectors of this work do not ask or expect any monied assistance from the Government. All they ask is that a work of such importance to the development of the resources of the country shall share in the distribution of the 11,000,000 acres of public lands now being made for public improvements.

The Committee in conclusion recommend First, That a charter, with proper guards and guarantees, be adopted by the Legislature, to empower a private corporation to make this improvement, and authorize such number of counties as desire to aid in its construction, to subscribe stock and issue their bonds for that purpose; and also to permit individuals to subscribe to its stock; but only in such a manner that the work shall be free from the control of individuals and corporations whose combinations might be inimical to the public good and the objects of this enterprise. Second, To memorialize Congress for a grant of land, in such quantities, in connection with the bonds of the counties and the subscriptions of individuals, as shall be necessary to insure the completion of this improvement.—Milwaukee Wisconsin.

St. Louis and Iron Mountain Railroad.

Governor Fletcher on yesterday took possession of the "St. Louis and Iron Mountain Railroad," under authority of that provision of the "sell-out law" of February 19th, 1866, which required half a million of dollars to be expended in the "graduation, masonry, or superstructure" of the extension of that road within one year from the date of sale by the State, upon the ground that such expenditure has not been made. This action will occasion surprise with some of our people, who have been led to believe that the requisite amount had been so expended. The year expired on the 12th instant, and as yet no affidavit, as is required by law, to the amount expended, has been filed, and from information in the Governor's possession he has satisfied himself that the half million dollars has not been expended in the mode pointed out by the law, if at all. Such being the case, the Governor has conceived it to be his duty to seize upon the road, and to hold it for the benefit of the State, subject to such disposition as the Legislature may direct.

While the duty of the Governor was clear, and while, with his knowledge and view of the facts, only one course of action was open to him, it is certainly cause for profound regret that the contingency has arisen which demanded this action. Mr. Allen and his associates have labored with zeal and considerable success in the work of extending the road, and a sum of money nearly equal to the amount required by law has been devoted to that purpose in the grading, surveying and purchase of material, though not actually expended in the "graduation, masonry and superstructure," so as to become inseparably a portion

of the property as the law requires. This result is the more to be regretted as Mr. Allen's failure is not the result of his own negligence or inability, so much as of the interference of a State official, which turns out to have been wholly illegal and unauthorized.

No one, probably, doubts that, but for the suit of the Attorney-General there would have been no difficulty in raising and expending the amount of money specified in the act of sale, and in the manner there indicated. Although he is at the head of the law department of the State, the court has decided his act to have been illegal, and we learn that he is now seeking through the Legislature such authority as will give it validity. It is, therefore, to be hoped that, in view of these facts, the Legislature will render Mr. Allen such aid as to relieve him of the consequences of his legal failure, and restore to him the possession of the road.

The first purchasers of the road, including the names of Vogel, Simmons, Erastus Wells and others, having executed a bond conditioned for the expenditure of the half million dollars required by law, the Governor has directed suit to be brought thereon in the name of the State for the recovery of the penalty therein specified.—*St. Louis Democrat Jan. 16.*

Finances of Philadelphia.

The total revenue of the city for 1867, derived from the departments, sales of loans and receipts from taxes was.....\$9,685,212 49
Balance on hand Jan. 1, 1867.....1,028,423 92

Total.....\$10,713,636 41

The total expenditures of the city in 1867 were.....9,630,847 23

General Fund Balance in the hands of city treasurer.....\$1,082,789 18
Balance to credit of sinking funds.. 216,092 70

Total cash balance in hands of city treasurer Jan. 1, 1868.....\$1,298,881 88

The following shows the present debt of the city:

The funded debt of the city on Jan. 1, 1867 was.....\$35,021,592 52

Which was increased during the year by issue, as follows:

For school department.. \$353,700
For water department... 303,500
For gas works..... 462,700
For expenses of former years.....1,558,200

\$2,678,100

From which deduct:

Loans redeemed by Treas. \$172,562 75;
cancelled by commissioners of sinking fund...\$849,600... 1,022,162 75

Showing the increase to the funded debt to be1,655,937 25

Total funded debt Jan. 1st, 1868..\$36,677,529 77

Total cash payments by City Treasurer for 1867 as above.....\$9,630,847 23

Deduct amount of cash paid on account of temporary loan, interest and warrants prior to 1867..... 3,784,183 75

Total cash paid on account on Departments.....\$5,896,663 79

To which add outstanding warrants for 1867.....1,066,272 36

Total expenditures of Departments..\$6,962,935 85

The warrants of 1867 outstanding Jan. 1st, 1868, amounted to \$1,085,268 05, to which add \$356,920 80 of warrants of 1866 and prior years, making a total outstanding Jan. 1st, 1868, of

\$1,442,088 85; leaving general fund balance in hands of Treasurer, \$1,082,789 18; and to credit of sinking funds \$216,092 70, making a total cash balance in hands of Treasurer, January 1, 1868, of \$1,298,881 88.

Shipments of Specie to the East.

Mr. James Low, of London, has just issued his annual circular, showing the total amount of specie shipped to the East from Great Britain by the Peninsular and Oriental Company's steamers for seventeen years. The figures are as follows:

	Gold.	Silver.
1851	£102,280	£1,716,100
1852	921,739	2,630,236
1853	880,202	4,710,665
1854	1,174,299	3,132,008
1855	948,272	6,409,889
1856	404,749	12,118,985
1857	269,275	16,795,232
1858	168,305	4,781,023
1859	788,269	14,828,521
1860	1,669,746	8,038,276
1861	783,543	6,838,292
1862	1,715,963	10,138,506
1863	3,173,442	8,213,264
1864	2,041,854	6,175,270
1865	555,725	3,621,330
1866	478,217	2,374,939
1867	258,904	643,927
	£16,334,784	£113,167,360

The important falling off in 1867 helps to explain the great accumulation of gold both in the Bank of England and the Bank of France.

The exports of specie and bullion to the East (including Egypt, &c.) from the Mediterranean ports for fifteen years are stated as under, showing likewise a material falling off:

	Gold.	Silver.
1853	£93,528	£848,362
1854	48,456	451,014
1855	243,239	1,524,240
1856	74,039	1,989,916
1857	259,986	3,350,689
1858	165,230	911,043
1859	142,144	1,521,970
1860	765,138	2,764,054
1861	644,934	2,021,060
1862	1,676,689	4,461,273
1863	4,849,521	6,923,269
1864	4,928,891	10,681,428
1865	3,794,425	6,123,968
1866	2,893,062	4,704,596
1867	1,189,035	1,403,265
	£21,268,317	£50,680,100

Railways in Russia.

It is stated that no fewer than 80,000 men are now engaged in the construction of the Orel and Vitebsk. The total length of the line is 321¼ miles, and it is divided into four sections as follows: Vitebsk to Smolensk, 83¾ miles; Smolensk to Roslaw, 71½ miles; Roslaw to Briansk, 82½ miles; and Briansk and Orel, 83½ miles. About half the first section is now completed, and the three other sections are expected to be terminated by the autumn. The iron bridges and rails are ordered in England; the locomotives in France (Creusot works;) and the trucks in Germany. A great part of the rails has arrived at Riga and even at Vitebsk.

A line has been projected between Rybinsk and Tver; it is stated that it would prove very useful in connection with grain traffic. The total length of the line would be 215 verstes. The promoters have submitted their plans to the Governor of Tver and to the provincial regency of the Government.

The contracts for the erection of an iron bridge across the Mississippi River, at Dubuque, have been let; the foundations and masonry to Reynolds, Saulpaugh & Co., of Rock Island, Ill., and the superstructure to the Keystone Bridge Company, of Pittsburg, Penn. The whole to be completed ready for the cars by January 1, 1868.

Philadelphia and Erie Railroad.

Some years ago the Pennsylvania Railroad Company took three millions of 7 per cent. bonds from the Philadelphia and Erie Railroad Company, the bonds being convertible at the pleasure of the holder into an 8 per cent. preferred stock. The money advanced on these bonds it was supposed at the time was sufficient to finish the Philadelphia and Erie Railroad. Time has shown that this was a mistake. The road is not yet satisfactorily finished, and, at the request of the Pennsylvania Railroad Company, the Philadelphia and Erie Railroad Company have recently issued to the former company 48,000 shares of 8 per cent. preferred stock in exchange for \$2,400,000 of the 7 per cent. bonds. The same bonds are to be re issued without the convertible clause, the proceeds of their sale to go to the completion of the road, doubling a portion of the track, and to some new work. The funded liabilities of the company retain the same, the capital being increased by a preferred 8 per cent. stock to the amount above stated.

Railroads in Indiana.

The Cincinnati *Gazette* says that H. C. Lord, Esq., President of the Indianapolis, Cincinnati and Lafayette Railroad Company, has made a proposition to the people of Muncie, Ind., to extend the Valley road from Hagerstown to that place and it seems quite certain that it will be accepted. A road is also talked of as an extension of the Junction from Newcastle to Muncie. Mr. Lord seems to be working for a connection with the proposed line of the Fort Wayne and Southern, the road-bed of which is already graded, while the Junction is looking, it is said, to a road from Muncie, through Marion and Wabash to Warsaw, on the Pittsburg, Fort Wayne and Chicago, from whence a road already extends north into the pine regions, and to Grand River. At all events the Muncie people feel safe, at least, of one direct railway to Cincinnati, if not two, by September next.

The following gentlemen have been elected directors of the Perkiomen Railroad: Arthur D. Markley, Philip Super, James Boyd, Aaron Schwenk, George Graber, S. D. Rudy, H. A. Hunsicker, S. Gross Fry, G. D. Hunsicker, Henry Longaker, Jesse Ziegler, Wm. F. Reed and W. H. Seipt. President, Arthur D. Markley; Secretary and Treasurer, J. W. Jones.

The following gentlemen have been elected directors of the East Pennsylvania Railroad: Charles E. Smith, H. H. Muhlenberg, D. E. Stout, J. L. Stichter, G. D. Stitzel, J. S. Richards, A. E. Borie, R. B. Cabeen, and F. B. Gowan. President, Charles E. Smith; Secretary and Treasurer, Henry M. Albright.

The earnings of the Calais and Baring (Maine) Railroad Company for 1867, were \$40,801 92; expenses, \$22,752 14; net earnings, \$18,048 70.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.....	1,075,139			Hartford and New Haven.....	3,000,000	J.A.J.&O.	Jan. '68 3	Portl., Saco & Portsmouth.....	1,500,000	J. & D.	Dec. '67 3
Allegheny Valley.....	1,498,400			Hannibal and St. Joseph.....	1,900,000			Providence & Worcester.....	1,800,000	J. & J.	Jan. '68 4
Alton and St. Louis.....	125,000	J.A.J.&O.	Oct. '67 12	Do. do.....	5,233,830			Reading and Columbia.....	665,019		
Atlanta and West Point.....	1,232,200	J. & J.	Jul. '67 34	Hanover Branch.....	116,550	M. & N.	Nov. '67 5	Rensselaer and Saratoga.....	500,000	A. & O.	Apr. '67 2
Atlantic & N. Carolina.....	5,545,225			Housatonic.....	820,000			Richmond and Danville.....	2,000,000		
Atlantic & Gt. Western.....	11,522,150			Do. pref.....	1,180,000	J. & J.	Jan. '68 4	Richmond and Petersburg.....	847,000		
Do. pref.....	1,919,000			Hudson River.....	13,937,100	A. & O.	Oct. '67 4	Rich. Fred. and Potomac.....	1,041,500		
Atlantic & St. Lawrence.....	2,494,900	J. & J.	Jul. '67 2	Hawley.....	1,615,000	F. & A.	Aug. '67 3	Rockport.....	88,400		Nov. '67 2
Augusta and Savannah.....	733,700	J. & J.	Jul. '67 34	Huntingdon & B'd Top.....	494,380			Rome, Watert. and Og'n'b.....	2,385,500	J. & J.	Jan. '68 5
Baltimore and Ohio.....	16,187,962	A. & O.	Oct. '67 4	Do. pref.....	190,750	J. & J.	Jul. '67 34	Rutland and Burlington.....	2,233,376		Jan. '68 5
Do. Washington Br.....	1,360,000	A. & O.	Oct. '67 5	Illinois Central.....	23,886,450	F. & A.	Feb. '68 5	St. L., Alt. and T. Haute.....	2,800,000		
Baltimore City Passenger.....	670,000			Indianapolis & Cincinnati.....	1,689,900	M. & S.	Sep. '67 4	Do. pref.....	1,700,000	Annual.	Mar. '67 7
Boston and Chelsea.....	110,000	A. & O.	Oct. '67 4	Jefferson, Mad. & Ind.....	2,000,000	J. & J.	Jan. '68 1	St. L., Jack'n.v. and Chic'o.....	1,469,429		
Bellefontaine Line.....	4,420,000	F. & A.	Aug. '67 3	Joliet and Chicago.....	1,500,000	J.A.J.&O.	Oct. '67 12	Sandusky and Cincinnati.....	2,089,000		
Belvidere Delaware.....	997,112			Joliet & North. Indiana.....	300,000	J. & J.	Jul. '67 4	Do. pref.....	398,073	M. & N.	Nov. '67 3
Berkshire.....	600,000	J.A.J.&O.	Jan. '68 12	Lackawanna & Bloomsb.....	1,325,000			Sand. Mansf. and Newark.....	900,000		
Blossburg & Corning.....	250,000	J. & J.	Jun. '67 24	Lehigh and Mahanoy.....	2,158,565	J. & J.	Jan. '67 6	Saratoga and Hudson R.....	1,020,000		
Boston, Concord & Mont.....	459,800			Lehigh and Susquehanna.....	5,104,050	M. & N.	May '67 5	Saratoga and Whitehall.....	500,000	A. & O.	Apr. '67 2
Do. do.....	1,340,400	M. & N.	Nov. '67 3	Lehigh Valley.....	10,734,100	J.A.J.&O.	Jan. '68 24	Savannah and Charleston.....	1,000,000		
Boston and Lowell.....	1,830,300	J. & D.	Dec. '67 4	Lehigh Luzerne.....	344,550	J. & J.	Jan. '68 4	Schuylkill and Susqueh'a.....	1,284,150		
Boston and Maine.....	4,076,974	J. & J.	Jan. '68 5	Lexington & Frankfort.....	514,646	M. & N.	Nov. '67 3	Second and Third St.(Ph.)	203,757	J. & J.	Jan. '68 5
Boston and Providence.....	3,660,000	J. & J.	Jan. '68 5	Little Miami.....	3,572,400	J. & D.	Dec. '67 4	Schuylkill Valley.....	576,500	J. & J.	Jul. '67 24
Boston and Worcester.....	4,500,000	J. & J.	Jan. '68 5	Little Schuylkill.....	2,646,100	J. & J.	Jan. '68 2	Seaboard and Roanoke.....	868,200		
Broadway (Boston).....	326,000			Lomb. and South St.(Ph.)	26,000			Second Avenue (N. Y.).....	670,000	A. & O.	Oct. '66
Broadway & 7th Av.(N.Y.)	2,100,000	J. & J.	Jan. '67 5	Long Island.....	3,000,000	F.M.A.N.	Aug. '67 2	Shamokin V. and Potav.....	869,460	F. & A.	Aug. '67 24
Brooklyn City.....	1,000,000	F. & A.	Aug. '67 34	Long Branch & Sea Shore.....	95,194		Nov. '67 10	Sixth Avenue (N. Y.).....	750,000		Nov. '67 5
Brooklyn City & New'n.....	394,800			Louisv. Cin. and Lex. pr.....	48,638	J. & J.	Jul. '67 4	South Carolina.....	2,819,275		
Buff. New York & Erie.....	860,000	M. & N.	Nov. '67 34	Louisville and Frankfort.....	1,109,594	F. & A.	Jul. '67 3	South Shore.....	259,685		
Buffalo and State Line.....	2,200,000	F. & A.	Feb. '68 5	Louisville and Nashville.....	5,500,000	F. & A.	Aug. '67 4	South Western, Georgia.....	3,203,400	F. & A.	Aug. '67 4
Cambridge Horse (Boston).....	77,800	A. & O.	Oct. '67 4	Louisv. N. Alb. & Chicago.....	2,800,000			Southern Mississippi.....	1,000,000		
Camden and Amboy.....	6,842,300	F. & A.	Feb. '68 5	Lowell and Lawrence.....	200,000	A. & O.	Oct. '67 3	Staten Island.....	600,000	J. & J.	Jul. '67 4
Camden and Atlantic, pref.....	600,000			Macon and Western.....	1,500,000		Jan. '68 4	Syr., Bingham. and N. Y.....	1,200,130		
Cape Cod Branch.....	721,928	J. & J.	Jan. '68 34	Mahanoy & P'd Mount n.....	921,615			Taunton Branch.....	250,000	J. & J.	Jan. '68 4
Catawissa.....	1,150,000			Maine Central.....	1,600,860			Tennessee and Alabama.....	596,922		
Catawissa, pref.....	2,200,000	A. & O.	Oct. '67 34	Manchester & Lawrence.....	1,000,000	M. & N.	Nov. '67 5	Terre Haute and Indiana.....	1,988,160	J. & J.	Jan. '68 8
Cayuga & Susquehanna.....	589,110			Marietta & Cincinnati.....	2,029,778			Third Avenue (N. Y.).....	1,750,000		
Central of Georgia.....	4,686,900	J. & J.	Jul. '67 5	Do. pref.....	6,586,135	M. & S.	Sep. '68 3	Thirteenth and Fif. (Ph.)	60	J. & J.	Jan. '68 1
Central of New Jersey.....	13,000,000	J.A.J.&O.	Oct. '67 24	Do. " 2d pref.....	4,961,744	M. & S.	Sep. '68 3	Tol., Peoria and Warsaw.....	1,660,000		
Central Ohio.....	400,000	J. & D.	Dec. '67 3	Memphis and Charleston.....	5,312,725	M. & S.	Mar. '62 4	Do. " 1st pref.....	1,700,000		
Do. pref.....	970,000	J. & D.	Dec. '67 3	Memphis and Ohio.....	570,000			Do. " 2d pref.....	908,176		
Gen. Park, N. & E. River.....	1,201,000			Metropolitan (Boston).....	1,250,000	J. & J.	Jan. '68 5	Tol., Wabash and West.....	5,400,000		
Charlotte & S. Carolina.....	380,000			Michigan Central.....	7,502,466	J. & J.	Jan. '68 5	Do. pref.....	1,000,000	M. & N.	N. '67 34
Chemung.....	1,000,000	Annual.	Jan. '68 3	Mich. So. & North. Ind.....	9,811,300	F. & A.	F. 65 34	Troy and Boston.....	607,111		
Cheshire, preferred.....	2,017,825	Annual.	Jan. '68 3	Do. guaranteed.....	777,700	F. & A.	Aug. '67 5	Troy and Greenbush.....	274,400	J. & D.	Jun. '67 34
Chicago and Alton.....	3,886,643	M. & S.	Sep. '67 5	Middlesex (Boston).....	400,000			Troy, Salem and Rutl'd.....	800,000	A. & O.	Apr. '67 24
Do. pref.....	2,425,075	M. & S.	Sep. '67 5	Millville and Glassboro.....	388,200	F. & A.	Aug. '67 6	Union Transport'n (Bo.).....	200,000		
Chicago, Burl. & Quincy.....	10,139,010			Milw. & Prairie du Chien.....				Union Pacific.....			
Chicago and Gt. Eastern.....	4,390,000			Do. " 1st pref.....	3,082,000	Annual.	Feb. '67 8	Union Pacific (Ct. Br.).....	100		
Chicago, Iowa & Nebras.....	1,000,000			Do. " 2d pref.....	1,014,000	Annual.	Feb. '67 7	Union (Phila.).....	60	J. & J.	Jan. '68 2
Chicago and Milwaukee.....	2,227,000			Milw. & St. Paul.....	3,627,000	J. & J.	Jan. '67 5	Utica and Black River.....	834,400	J. & J.	Jul. '67 4
Chicago & N. Western.....	13,190,927	Annual.	Dec. '68 7	Do. pref.....	3,371,000	J. & J.	Jan. '67 5	Vermont and Canada.....	2,250,000	J. & D.	Dec. '67 4
Do. pref.....	12,994,719	Annual.	Dec. '68 7	M. Hill & Schuylk. Haven.....	3,775,600	J. & J.	Jan. '68 4	Vermont Central.....	800,000		
Chicago, R. I. & Pacific.....	9,100,000	A. & O.	Oct. '67 5	Mobile and Ohio.....	3,588,300			Vermont and Massachusetts.....	2,500,000	J. & J.	Jan. '68 14
Cin. Ham. & Dayton.....	3,129,100	A. & O.	Oct. '67 5	Montgomery & W. Point.....	1,419,769			Vermont Valley.....	516,164		
Cincinnati City Passenger.....		J'n & J'y	Jan. '68 2	Morris and Essex.....	5,800,000	F. & A.	F. 67 34	Virginia Central.....	3,353,679		
Do. street.....		J. & J.	Jan. '68 2	Nashua and Lowell.....	600,000	M. & N.	Nov. '67 5	Virginia and Tennessee.....	3,452,815		
Cincinnati and Zanesville.....	1,600,250			Nashville & Chattanooga.....	2,056,544			Western (Mass.).....	6,710,800	J. & J.	Jan. '68 5
Citizens' Passenger (Phil.).....	192,750	J. & J.	Jan. '68 6	Naugatuck.....	1,100,000	F. & A.	Feb. '68 5	Western Union.....	4,687,287		
Cleveland, Col. & Cincinnati.....	6,000,000	F. & A.	Feb. '68 4	New Bedford & Taunton.....	500,000	J. & J.	Jan. '68 4	West Jersey.....	731,050	M. & N.	N. '67 10
Cleveland & Mahoning.....	2,044,600	M. & N.	Nov. '67 4	New Haven & N. London.....	738,538			West Philadelphia.....	249,100	J. & J.	Jan. '68 5
Cleveland, Paines & Ashta.....	5,000,000	J. & J.	Jan. '68 34	N. Haven & Northampton.....	1,224,100	J. & J.	Jul. '67 3	Wilm. and Manchester.....	1,130,470		
Cleveland and Pittsburg.....	5,408,911			New Jersey.....	5,000,000	F. & A.	Feb. '68 6	Wilm. and Weldon.....	1,340,273		
Cleveland and Toledo.....	4,841,600	J. & J.	Jan. '68 34	New London Northern.....	895,000	M. & S.	Sep. '67 4	Worcester and Nashua.....	1,141,000	J. & J.	Jan. '68 54
Col. & Indianapolis Can.....	4,000,000	J.A.J.&O.	Oct. '67 24	N. O. Opel. & Gt. West'n.....	4,093,425						
Columbus and Xenia.....	1,786,209	J. & J.	Jul. '67 5	New York Central.....	26,530,000	F. & A.	Feb. '68 3				
Concord.....	1,500,000	M. & N.	Nov. '67 5	New York and Harlem.....	5,235,050	J. & J.	Jan. '68 4				
Concord & Portsmouth.....	350,000	J. & J.	Jan. '68 34	Do. pref.....	1,500,000	J. & J.	Jan. '68 4				
Coney Island & Brooklyn.....	500,000			New York & New Haven.....	6,000,000	J. & J.	Jan. '68 5				
Conn. & Passump. Rivers.....				N. Y., Provid. & Boston.....	1,755,231	J. & J.	Jul. '67 3				
Do. do. pref.....	1,678,300	J. & J.	Jul. '67 3	Nlag. Bridge & Cananda.....	1,000,000	J. & J.	Jul. '67 3				
Connecticut River.....	1,650,000	J. & J.	Jan. '68 4	Ninth Avenue.....	797,400						
Cumberland Valley.....	1,316,900	A. & O.	Oct. '67 4	North Carolina.....	4,000,000						
Danbury and New Walk.....	808,900			Northern Central.....	4,518,900	F.M.A.N.	Nov. '67 2				
Dayton and Michigan.....	2,384,941			Northern Eastern (S. C.) pref.....	156,000						
Delaware.....	406,132	J. & J.	Jul. '67 3	Northern of N. Hampsh.....	3,06,400	J. & D.	Dec. '67 4				
Del. Lackaw. & Western.....	11,288,560	J. & J.	Jul. '67 5	Northern of N. Jersey.....	158,800						
Des Moines Valley.....	1,550,060			North Missouri.....	2,369,801						
Detroit & Milwaukee.....	452,355			North Pennsylvania.....	3,150,150		Feb. '68 5				
Do. pref.....	1,500,000			Norwich & Worcester.....	2,263,600	J. & J.	Jan. '68 3				
D. Dock, E. B'dw. & Bat.....	1,200,000			Ogdensh. & L. Champ'n.....	3,977,000	F. & A.	Aug. '67 3				
Dubuque and Sioux City.....	1,678,641			Do. pref.....	641,200	A. & O.	Oct. '67 4				
Do. do. pref.....	1,987,351	Annual.	Dec. '67 7	Ohio and Mississippi.....	20,222,647						
Eastern (Mass.).....	8,578,304	J. & J.	Jan. '68 4	Do. pref.....	5,607,197	Annual.	Jan. '67 7				
Eastern (N. H.).....	492,500	J. & J.	Jan. '68 4	Old Colony & Newport.....	4,848,300	J. & J.	Jan. '68 3				
East Pennsylvania.....	604,400			Orange and Newark.....	281,550						
East Tenn. and Georgia.....				Oswego and Syracuse.....	482,400	F. & A.	Aug. '67 4				
Eight Avenue (N. Y.).....	1,000,000	J.A.J.&O.	Jul. '67 4	Pacific of Missouri.....	3,581,080						
Elm. Jeffers. & Canand.....	500,000	F. & A.	Aug. '67 21	Panama.....	7,000,000	J.A.J.&O.	Jan. '68 6				
Elmira & Williamsport.....	600,000	M. & N.	Nov. '67 24	Paterson and Ramapo.....	248,000	J. & J.	Jan. '68 3				
Do. do. pref.....	500,000	J. & J.	Jan. '68 3	Paterson and Hudson Riv.....	630,000	J. & J.	Jan. '68 4				
Erie Railway.....	18,570,100	F. & A.	Feb. '66 4	Pennsylvania.....	20,000,000	M. & N.	Nov. '67 3				
Do. pref.....	1,354,700	Annual.	Jan. '67 5	Peoria & Bureau Valley.....	1,200,000	A. & O.	Oct. '67 6				
Erie & North East.....	600,000			Petersburg & Lynchburg.....	1,365,600						
Evansville & Crawford.....	1,142,884	F. & A.	Feb. '68 5	Philadelphia and Erie.....	5,069,450						
Fitchburg.....	4,540,000	J. & J.	Jan. '68 4	Philadelphia and Reading.....	21,191,067	J. & J.	Jan. '68 5				
Fitchburg & Worcester.....	247,800	J. & J.	Jan. '68 3	Do. Do. preferred.....	1,551,600	J. & J.	Jan. '68 6				
Flint and Holly.....		M. & N.	May '67 6	Phil. Germant'n & North.....	5,607,850	A. & O.	Oct. '67 5				
Forty Sec. St. & G. St. E.....	750,000	A. & O.	Oct. '67 5	Phila. and Trenton.....	999,200	F. & A.	Aug. '67 6				
Frank. and Southw.(Ph.)	491,620	J. & J.	Jul. '67 6	Phila. Will. & Balt.....	9,919,300	J. & J.	Jan. '68 4				
Georgia.....	3,156,000	A. & O.	Apr. '67 6	Philadelphia City.....	100,000	J. & J.	Jul. '67 5				
Germantown (Phila.).....	112,248	J. & J.	Jan. '68 3	Philadelpia and Dar'y.....	100,000	J. & J.	Jan. '68 4	</			

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length of line in miles.	Equipment in progress or projected.	Equip-ment.			Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted-ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Cars.						Bonds.	Floating Debt.	Gross.	Net.			
			Horses.	2-horse.	1-horse.										
MASSACHUSETTS.															
30 Nov. '66	3.30				Boston and Chelsea	110,000	115,000			8,800	7,525				
30 Nov. '66	6.73				Broadway, Boston	348,279	325,000		20,451	168,846	44,203				
30 Nov. '66	27.43				Cambridge	734,671	727,800	150,000	94		65,502				
30 Nov. '66	2.57				Lowell (Horse)	46,536	46,000			20,399	3,261				
30 Nov. '66	11.75				Lynn and Boston	271,530	200,000	50,000	50,082	164,742	5,255				
30 Nov. '66	3.41				Malden and Melrose	60,246	200,000	58,727		27,144					
30 Nov. '66	3.07				Medford and Charlestown	36,600	21,000	9,600		19,627	2,240				
30 Nov. '66	38.82				Metropolitan (Boston)	1,501,478	1,250,000		139,096	752,414	113,472				
30 Nov. '66	6.28				Middlesex (Boston)	494,702	400,000	38,000	76,444	167,176	11,437				
30 Nov. '66	3.22				Northampton & Williamab.	300,000	300,000			4,627	2,686				
30 Nov. '66	5.69				Quincy	141,233	71,000	58,400	55,000	34,258	2,686				
30 Nov. '66	7.78				Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108				
30 Nov. '66	3.61				Somerville	75,000	75,000			4,379	2,251				
30 Nov. '66	2.50				Stoneham street (Boston)	37,800	33,000			9,628	1,991				
30 Nov. '66	6.74				Suburban	95,000	5,000								
30 Nov. '66					Union (Transportation)	288,789	200,000	24,000	113,007	341,247	10,110				
30 Nov. '66	1.68				West Cambridge	13,600	13,600				516				
30 Nov. '66	2.25				Winnisimmet	82,152	59,800			3,720	3,255				
30 Nov. '66	11.60				Worcester	91,174	75,000	52,000							
CONNECTICUT.															
31 Jan. '64	3.0	3.0	45	7	Fairhaven and Westville	100,000	100,000						8		
31 Dec. '62	8.5		11	3	Hartford and Wethersfield	300,000	300,000								
NEW YORK.															
30 Sep. '66	9.66		87	6	Albany	1,18,622	89,950	40,000		46,365	1,841				
30 Sep. '66	25.00		49		Bleeker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	231,424	103,590				
30 Sep. '66	10.78		38		Broadway (Brooklyn)	238,759	200,000	27,500	5,910	98,283	23,408				
30 Sep. '66	14.00		98		Broadway & 7th Ave., N. Y.	3,492,828	2,100,000	1,500,000		677,195	268,445				
30 Sep. '66	8.00		16		Brooklyn, Bath & Coney Is'd	158,414	99,850	80,000	72,872	27,901	7,567				
30 Sep. '66	24.00		51		Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25,709				
30 Sep. '66	67.68		190		Brooklyn City	1,388,369	1,000,000	170,000		1,054,244	356,656				
30 Sep. '66	11.75	4.00	37		Brooklyn City & Newtown	549,425	399,800	200,000	18,765	128,224	19,666				
30 Sep. '66	0.09	9.41			Brooklyn City & Ridgewood	187,260	164,000	20,000	3,200						
30 Sep. '66	4.50		14		Brooklyn City & Rock. B'k	124,588	102,150	35,000		8,667	4,562				
30 Sep. '66	24.00		114		Brooklyn Pk. N. & E. Riv. (N. Y.)	1,608,489	970,000	550,000	21,303	585,008	127,893				
30 Sep. '66		2.00			Clinton Avenue (Albany)		2,800								
30 Sep. '66		2.00			Cohoes & Waterford		500								
30 Sep. '66	19.75				Coney Island & Brooklyn	648,099	500,000	148,000	36,545	123,014	loss.				
30 Sep. '66	23.22		180		D. Dock, E. B'dw. & Battery	562,248	1,200,000	550,000	408,061	89,549					
30 Sep. '66		6.00			East & North River (W. Co.)	650	650								
30 Sep. '66	18.00		157		Eight Avenue	1,300,972	1,000,000	160,000		725,724	61,207				
30 Sep. '66	12.00		42		42d St. & Grand St. Ferry	962,521	750,000	260,000	2,698	227,662	68,047				
30 Sep. '66	4.52				Grand St. & Newtown (W. Co.)										
30 Sep. '66	10.00		17		Harlem Br. Morris & Ford'm	228,230	90,000	124,000	2,600	70,522	16,172				
30 Sep. '66	3.00				Hudson Av. and Prosp. Pk		(Completed Sept., 1897.)								
30 Sep. '66	12.20		30		Ninth Avenue	446,296	797,320	112,000		73,276	loss.				
30 Sep. '66	11.00				Port Morris & Westchester	1,200	1,200								
30 Sep. '66	11.00		38		Rochester City & Brighton	278,473	133,400	100,000	7,000	53,298	9,042				
30 Sep. '66	16.00				Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	51,026				
30 Sep. '66	8.37		73		Sixth Avenue (N. Y.)	1,489,363	750,000	150,000		522,705	loss.				
30 Sep. '66	3.00		100		South Brooklyn & Berg. St.										
30 Sep. '66	17.50		170		Third Avenue (N. Y.)	2,408,609	1,170,000	1,280,000	70,000	1,693,083	260,333				
30 Sep. '66		5.00			Third Avenue & Fordam	975	975								
30 Sep. '66	4.48				Troy and Cohoes	50,000	50,000								
30 Sep. '66					Troy and Lansingburg				(no report.)						
30 Sep. '66	6.50				Utica and Waterville	811,382	124,500	100,000	1,200	46,449	14,355				
30 Sep. '66	1.75		4		V. Brunt St. & Erie Bas. (B'k'n)	62,000	50,000	12,000		15,850	390				
30 Sep. '66					Westchester	5,949	7,370								
30 Sep. '66		4.00			West Shore	1,457	2,200								
NEW JERSEY.															
31 Dec. '62	5.32		7		Hoboken and Hudson City	32,900	30,000			2,000					
31 Dec. '62	5.05	2.50	8		Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,988				
31 Dec. '62	10.47				Jersey City & Bergen Point										
31 Dec. '62	17.00		150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,079	30,566				
31 Dec. '62	5.80		8		West Hoboken & Hoboken	100,000	40,000	60,000							
PENNSYLVANIA.															
31 Oct. '66	9.23		144	26	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	148,111	61,093				
31 Oct. '66	6.74				Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.				
31 Oct. '66	16.43		271	49	Frankfort & Southw'k (Ph.)	772,606	491,650	200,000		261,223	65,440				
31 Oct. '66	34.41		367	59	Germantown	481,335	112,245	350,000	56,294	294,683	121,721				
31 Oct. '66	5.47		120	25	Girard College (Phila.)	81,612	160,000			104,964	17,340				
31 Oct. '66	4.63		191	33	Green & Coates St. Phila.)	282,953	150,000	100,000		166,792	51,984				
31 Oct. '66	2.12		25	5	Harrisburg City	65,874	41,114	9,600	4,824	11,463	507				
31 Oct. '66	12.00		390	66	Hestonv., Mantua & Fairm't		183,600	8,250	242,181	30,388					
31 Oct. '66	5.21		105	18	Lombard & South St. (Phila.)	160,189	90,000	60,200	4,500	67,450	20,166				
31 Oct. '66	7.25		90	13	Oakland (Pittsburg & E. L.)		59,500	52,157	6,174	43,264	loss.				
31 Oct. '66	5.92		45	10	Philadelphia and Darby	118,385	100,000	17,000		39,291	18,479				
31 Oct. '66	7.00		241	45	Philadelphia City	396,255	265,000	140,000	31,255	191,325	61,822				
31 Oct. '66	7.50		176	19	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,068				
31 Oct. '66	9.60		75	12	Pittsburg and Birmingham	72,909	68,000	10,600		80,135	29,938				
31 Oct. '66	8.00		54	12	Ridge Avenue & Manyunk.	179,635	120,000	63,300	2,108	42,026	7,979				
31 Oct. '66	3.60		40	6	Schuylkill River (Phila.)	46,019	50,000			(op. by S. & P.)					
31 Oct. '66	19.33		495	72	Second & Third St. (Phila.)	486,823	339,007	114,200	41,229	407,923	131,588				
31 Oct. '66	5.82		95	9	17th & 19th St. (Phila.)	114,368	120,000			57,692	12,333				
31 Oct. '66	8.50		154	19	Spring & Pine (Phila. & Gr's F.)	250,253	250,167			101,996	38,491				
31 Oct. '66	7.00		197	32	10th & 11th St. (Citizens')	176,048	192,750			206,445	90,612				
31 Oct. '66	6.25		160	18	18th & 15th St. (Phila.)		994,950			128,965	45,106				
31 Oct. '66	25.00		515	70	Union (Philadelphia)	762,247	400,000	300,000		244,395	67,674				
31 Oct. '66	9.29		331	58	West Philadelphia	358,523	249,000	100,000		292,461	80,847				
31 Oct. '66	2.48		9	3	Wilkesbarre and Kingston	26,890	75,000			6,280	9,168				
31 Oct. '66	1.03		9	4	Williamsport	19,282	15,600			1,124	7,952				
MARYLAND.															
31 Dec. '62	21.00		340	60	Baltimore City	700,000	670,000			31,549	239,059				
OHIO.															
31 Dec. '62	5.00				Cincinnati Street	151,913	150,000								
31 Dec. '62	5.00				City (Cinc.) Passenger	111,412	100,000								
31 Dec. '62	3.81				Passenger (Cinc.)	69,837	50,000								
31 Dec. '62	3.68				Pendleton & Sst. Mart (Cin.)	70,000	50,000								

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.		Amounts outstanding.	Interest.	WHEN PAYABLE.	Market Price.	*Indicates that no interest is paid.		Amounts outstanding.	Interest.	WHEN PAYABLE.	Market Price.
			Rate.	Payable.					Rate.	Payable.	
National Securities, Jan. 1, 1909.											
Loan of Jan. 23, 1847.....	registered			Jan. & July.	1887 144	Massachusetts—State Almshouse Loan.....	100,000	5	May & Nov.	1872	
Loan of March 31, 1848.....	registered	14,600,942	6	"	1869 138	"—S. Almsh. and State H. Loan.....	275,900	5	April & Oct.	1873-74	104
Texas Indemnity, of Sep. 9, 1860.....	coupon	162,811	6	presentation.	Due.	"—Back Bay Land Loan.....	220,000	5	May & Nov.	1882	
Loan of June 14, 1868.....	registered	20,000,000	5	Jan. & July.	1874 108	"—Lun. Hosp. (W. Mass.).....	150,000	5	April & Oct.	1888	
Loan of June 22, 1860.....	registered	7,022,000	5	"	1874 111	"—Funding Loan.....	76,000	5	June & Dec.	1868	
Loan of Feb. 3, 1861.....	registered	18,415,000	5	"	1871 117	"—Lun. Hosp. and State Prison.....	94,000	5	Jan. & July.	1874	117
Oregon War Bonds of March 3, 1861.....	coupon	1,016,000	5	"	1871 121	"—Lun. Hosp. (W. Mass.).....	60,000	5	June & Dec.	1877	118
Loan of July 17, 1861.....	registered	284,245,000	5	July.	1881 108	"—Union Fund Loan.....	600,000	5	Jan. & July.	1877-78	
Loan of Feb. 26, 1892 (6-20s).....	registered		5	Jan. & July.	1881 109	"—Coast Defense Loan.....	885,000	5	"	"	
Loan of March 3, 1894 (6-20s).....	coupon		5	May & Nov.	1881 110	"—Bounty Fund Loan.....	200,000	5	May & Nov.	1883	102
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 106	"—Union Fund Loan.....	4,379,500	5	"	1894	105
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—War Loan (currency).....	850,000	5	Jan. & July.	1873-74	116
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Western R.R. Loan (sterling).....	2,150,000	5	Mar. & Sept.	1871-72	104
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Eastern R.R. Loan.....	4,819,520	5	April & Oct.	1871-72	104
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Southern Vermont R.R.....	275,000	5	Jan. & July.	1880	
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	200,000	5	April & Oct.	1881-82	
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	988,500	5	"	1883-84	
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	554,186	5	"	1883-84	
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	160,000	5	Jan. & July.	1878	93
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	216,000	5	"	1878	
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	1,750,000	5	"	1878-83	
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	250,000	5	"	1888	
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	1,111,000	5	"	1888	109
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	463,000	5	May & Nov.	1890	
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	100,000	5	Jan. & July.	1877	
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	2,275,000	5	"	1883	
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	2,000,000	5	"	1883	
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	5,000,000	5	"	1883	
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	622,000	5	Jan. & July.	1872-73	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	3,000,000	5	"	1873-85	85
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	7,000,000	5	"	1873-87	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	4,500,000	5	"	1873-87	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	3,350,000	5	"	1873-87	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	3,590,000	5	"	1873-87	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	650,000	5	"	1873-87	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	700,000	5	"	1873-87	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	1,194,100	5	Jan. & July.	1873-78	98
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	600,000	5	May & Nov.	1874-79	99
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	600,000	5	April & Oct.	1874-79	99
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	600,000	5	Jan. & July.	1874-79	99
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	1,798,900	5	Jan. & July.	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	1,902,900	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	700,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	700,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	2,550,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	2,725,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	1,198,750	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	500,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	800,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	3,650,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	6,000,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	2,250,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	1,400,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	999,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	442,900	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	900,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	800,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	1,163,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	167,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	4,600,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	366,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	8,334,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	650,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	3,500,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	280,366	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	2,153,532	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	1,600,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	4,096,309	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	2,400,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	218,074	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	4,993,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	5,033,052	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	400,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	92,850	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	99,480	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	720,983	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	4,907,160	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	7,909,520	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	9,270,017	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	3,600,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	463,500	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	1,196,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	209,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	776,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	917,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	798,938	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	3,275,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	1,210,930	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	1,949,430	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	239,167	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	1,706,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	14,000,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	6,000,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....	coupon		5	May & Nov.	1882 110	"—Troy and Greenfield R.R.....	1,667,000	5	"	1874-79	100
Loan of March 3, 1895 (6-20s).....											

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western :													
1884	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,928	8,235,492
1885	289,446	347,211	432,340	855,046	472,436	410,800	493,882	596,584	541,481	675,446	634,243	576,365	6,826,385
1886	475,441	433,279	385,991	412,621	464,807	493,248	496,938	568,589	633,160	599,670	474,056	388,573	6,696,110
1887	377,862	380,190	459,565	407,018	465,102	383,296	400,550	461,879	483,177	483,917	474,184	360,837	6,167,667
Chicago and Alton :													
1883	109,850	101,855	104,372	122,094	132,301	145,542	149,187	157,948	170,044	170,910	166,889	153,294	1,073,706
1884	100,991	154,418	156,803	162,723	178,736	206,090	224,257	312,163	354,554	320,879	307,803	262,015	2,770,494
1885	280,503	275,283	299,083	268,480	322,278	356,270	385,995	409,261	401,280	367,967	307,919	238,824	3,400,091
1886	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,696,153
1887	240,238	142,947	238,392	283,921	338,691	348,471	366,142	421,434	422,164	430,108	384,196	302,408	3,854,122
Chicago, Rock Island and Pacific :													
1883	140,024	130,225	122,512	128,798	144,995	170,037	139,142	160,806	210,729	216,080	196,435	201,134	1,959,287
1884	158,785	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,096,470
1885	305,554	246,331	289,403	196,630	234,612	321,818	244,121	303,231	389,489	307,528	270,073	201,779	3,313,514
1886	241,395	183,385	267,230	209,099	277,506	305,098	238,926	317,977	400,941	428,474	345,028	260,268	3,496,922
1887	292,407	224,621	272,454	280,283	251,916	261,488	274,800	404,600	568,403	558,200	415,400	361,600	4,153,912
Chicago and Northwestern :													
1883	273,876	317,839	390,355	421,363	468,830	565,145	490,710	519,306	699,065	729,750	716,378	668,400	6,111,568
1884	541,005	482,164	499,296	488,558	555,623	747,942	702,091	787,508	946,707	932,682	754,671	647,812	7,976,490
1885	523,596	399,917	525,745	537,519	553,948	626,983	808,524	797,476	1,000,098	1,200,216	1,010,892	712,369	9,299,480
1886	696,117	574,694	765,398	774,279	896,712	891,857	800,325	1,008,824	1,461,284	1,508,883	1,210,837	918,088	11,582,848
Chicago and Great Eastern :													
1883	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,896	60,895	528,364
1884	47,393	56,565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94,643	78,111	850,496
1885	77,878	77,242	83,460	76,514	76,674	91,957	91,076	97,145	106,389	118,610	116,293	91,564	1,105,821
1886	90,415	79,430	110,079										

) signifies that the road is in the hands of receivers, (f) that the company is in default in its interest, "S. F." Sinking Fund, "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$800,000	7			1887		1st General Mort.	1,726,000	7	Jan. & July.	New York.	1898	87
Convert. (guar. by Dir.)	160,000	7			1888		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	6,000,000	7	Apr. & Oct.	New York.	1896	65
1st Mortgage convertible	883,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1884		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Albany and Susquehanna:							Income bonds	47,000	8	May & Nov.	"	var.	
Mortgage	2,114,000	7	April & Oct.	Albany.	1883		1st Mort. (C. R. I. & Pa.)	6,699,000	7	Jan. & July.	"	1896	98½
Allegheny Valley:							Chicago and Northwestern:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		Preferred Sinking Fund	1,280,000	7	Feb. & Aug.	New York	1885	97
Atlantic and Gt. Western:							General 1st Mortgage	3,600,000	7	"	"	1885	87½
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879		Funded Coupon Bonds	756,000	7	May & Nov.	"	1883	85½
2d Mortgage	774,700	7	April & Oct.	"	1881		Consolidated Sinking Fund	3,040,000	7	F. M. A. & N.	"	1915	86½
"	2,324,800	7	"	"	1877		Equipment Bonds	165,000	7	Apr. & Oct.	"	1874	76
1st Mortgage, Penn.	915,500	7	Jan. & July.	"	1882		Equipment Bonds	2,200,000	10	May & Nov.	"	1885	97
2d Mortgage	349,000	7	June & Dec.	"	1882		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	82½
1st Mortgage, Franklin Branch	8,764,400	7	April & Oct.	New York.	1876		Green Bay Extension Bonds	300,000	7	"	"	1886	75
1st Mortgage, Ohio Division	2,880,000	7	Jan. & July.	"	1883		Flag Trust Bonds	200,000	8	Jan. & July.	"		
2d Mortgage	1,492,000	7	Feb. & Aug.	"	1884		Cincinnati, Hamilton and Dayton:						
1st Mortgage, Silver Creek	300,000	7	March & Sept.	London.	1884		2d Mortgage	1,280,000	7	May & Nov.	New York.	1880	90
Consolidated Bonds	10,885,500	7	Quarterly.	"	1890		3d Mortgage	500,000	8	"	"	1877	
Atlantic and St. Lawrence:							Cincinnati, and Zanesville:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1868		1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878		Cleveland and Mahoning:						
City of Portland Loan (Coups.)	1,000,000	6	Various.	N. Y., P. & Bos.	69-70		1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
Baltimore and Ohio:							2d Mortgage	587,000	8	March & Sept.	"	1876	
Maryland Sterling B'ds of 1883	3,000,000	6	Ja. Ap. Ju. Oc.	London.	1888		Hubbard Branch	105,600	7	"	"		
Mortgage Coupon	1,862,000	6	April & Oct.	Baltimore.	1886	98	Clev., Painesville and Ashtabula:						
"	828,500	6	Jan. & July.	"	1880	96	Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
"	1,024,760	6	Jan. & July.	"	1875	99	Dividend Mortgage	1,000,000	7	"	"	1880	
"	915,380	6	Ja. Ap. Ju. Oc.	"	1867	95½	Cleveland and Pittsburg:						
Balt. City Loan of 1886	5,000,000	6	Jan. & July.	"	1890	98	2d Mort. (M. L.) or 1st Extension	1,139,000	7	March & Sept.	New York.	1873	98
Bay de Noquet and Marquette:							3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1876	90
Income	100,000	8	April & Oct.	Boston.	1870		4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	"	1892	75
Belleville and Indiana:							Clev., Columbus and Cin.						
1st Mortgage extended	1,228,000	7	Jan. & July.	New York.	70-99	90	1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	64-90	
2d Mortgage	483,000	7	"	"	1870	82½	Cleveland and Toledo:						
Income bonds	87,000	7	"	"	1870		1st Mortgage	27,000	7	April & Oct.	New York.	1887	
Belvidere Delaware:							2d Mortgage	126,000	7	June & Dec.	"	1872	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	80½	3d Mortgage	692,000	7	April & Oct.	"	1886	93
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	81	C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877		O. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	"	1886	102
Boston Concord and Montreal:							Columbus and Indiana Central						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		1st mortgage	3,200,000	7	Jan. & July.	New York.		
2d Mortgage	300,000	7	"	New York.	1866	109	2d mortgage	1,000,000	7	May & Nov.	"		
3d Mortgage	100,000	6	Jan. & July.	Boston.	1870	95½	Columbus and Xenia:						
2d Mortgage Coupons	250,000	7	"	New York.	1870	108	Mortgage	248,000	6	March & Sep.	Columbus.	1899	
3d Mortgage Coupons	336,000	6	"	Boston.	1889	93	Connecticut River:						
Sinking Fund							Mortgage	50,000	6	March & Sept.	Boston.	1878	96
Boston and Lowell:							Connecticut and Passump. Rivers:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½	1st Mortgage	678,800	6	June & Dec.	Boston.	1876	90
"	300,000	6	April & Oct.	"	1879	98	Cumberland Valley:						
Buffalo, Bradford and Pittsburg:							1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	108½
1st Mortgage	1,768,000	7	Jan. & July.	New York.	1886		2d Mortgage	109,500	8	"	"	1904	
Buffalo, New York and Erie:							Dayton and Michigan:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	90	1st Mortgage (convertible)	283,000	7	Jan. & July.	New York.	1867	98½
2d Mortgage coupon	280,000	7	May & Nov.	"	1872	87	2d Mortgage	2,589,000	7	"	"	1881	87
Buffalo and State Line:							3d Mortgage	642,000	7	"	"		
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½	Toledo depot bonds	169,600	7	"	"		
Income (½ in '98, ½ in '72)	300,000	7	Jan. & July.	"	var.		Dayton and Western:						
Special Erie and North-East	149,000	7	"	"	61-70		1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
Burlington and Missouri:							2d Mortgage	250,000	7	June & Dec.	"		40
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870		Delaware:						
Convertible bonds	600,000	7	Jan. & July.	"	1870		1st Mort. guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Old Road bonds	121,180	7	"	"	93-80		Guaranteed	100,000	6	"	"	1875	
Camden and Amboy:							State Loan	170,000	6	"	"	1876	
English debt (S. F.) £330,850	1,841,822	6	Semi-annual.	London.	1880		Delaware, Lackawanna and W'n						
American Loan	2,336	6	"	New York.	1864		1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	96
Loan for \$600,000	210,600	6	"	"	1867		1st Mortgage (E. Extension)	1,223,500	7	April & Oct.	"	1876	97½
" \$800,000	338,040	6	"	"	1870	106	2d Mortgage	1,665,000	7	March & Sept.	"	1881	97
" \$675,000	675,000	6	"	"	1875	90	Des Moines Valley:						
" \$1,700,000	1,700,000	6	Feb. & Aug.	"	1883	85	1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
" \$2,500,000	2,500,000	6	May & Nov.	"	1889	82½	Income	348,000	7	Jan. & July.	"	1884	80
Consolid. Mort. Loan \$5,000,000	4,437,300	6	June & Dec.	"	1889	95	Detroit and Milwaukee:						
Camden and Atlantic:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1876	75
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½	2d Mortgage	1,000,000	8	"	"	1866	
2d Mortgage	498,000	6	April & Oct.	"	1879	76	3d Mortgage (convertible)	750,000	10	"	"	1863	
Ontario:							4th Mortgage (G. W. R. R.)	500,000	8	"	"		
1st Mortgage	270,000	7	May & Nov.	Philadelphia.	1882		Dubuque and Sioux City:						
Central of New Jersey:							1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	87
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	104	Construction bonds, 2d Div'n	600,000	7	"	"		
2d Mortgage	600,000	7	May & Nov.	"	1875	102	Eastern (Mass.):						
Central Ohio:							2d Mortgage (convertible)	430,000	5	Jan. & July.	London.	1872	
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	86	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96½
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865		1st M. (State) \$75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-71	
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101	Essex Railroad Bonds	214,400	6	"	"	1876	
3d Mortgage (S. F.)	950,000	7	"	"	1885	85	East Tennessee and Georgia:						
4th Mortgage (S. F.)	1,265,800	7	"	"	1875	50	Endorsed by State of Tennessee	139,480					
Income	1,192,300	7	Jan. & July.	"	67-90		Mortgage (Ordinary)	780,480					
Central Pacific of California:							East Tennessee and Virginia:						
1st Mortgage	1,286,000	6	Jan. & July.	New York.	1896	94½	State of Tennessee Bonds	1,392,000	6				
Convertible bonds	1,500,000	7	"	"	1883	99½	Endorsed by State of Tennessee	185,000					
Cheshire:							1st Mortgage (after State)	74,000					
Bonds of '75, '77, '80	673,300	6	Jan. & July.	Boston.	75-80	92	2d Mortgage bonds	14,000					
Chicago, Burlington & Quincy:							Elmira and Williamsport:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	109	1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1890	94
" " " " " "	3,125,000	8	"	"	1883		Five per cent bonds	670,000	6	April & Oct.	"		60
Pain Bonds, dated Sept. 20, 1880	650,000	7	March & Sept.	"	1890		Erie and North-East:						
2d Mortgage, Inconvertible	941,000	4½	July.	Frankfort a.M.	1880		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70	
Chicago and Annapolis 1st Mort.	95,000	7	Jan. & July.	New York.	1867	100	Evansville and Crawfordsville:						
Central Military Tract, 2d Mort.	14,000	9	May & Nov.	"	1868		Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1860	
C. B. & Q. Scrip	415,260		Jan. & July.	Frankfort a.M.			Mortgage Bonds	150,000	7	Feb. & Aug.	"	1881	
Chicago and Alton:							Florida:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100	Internal Improvement (State)	1,855,000	7	"	"	1891	82½
1st Mortgage pref. S. F.	488,000	7	May & Nov.	"	1877	106	Free Land, 2d Mortgage	1,500,000	8	"	"	1891	
Income Bonds	1,700,000	7	April & Oct.	"	1883	91							

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* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr. Internal Improvement (State) -	\$300,000	7			1891		Memphis and Charleston State [Tenn.] Loan	\$1,595,530	6	Jan. & July.	New York.	1892	
Free Land, 2d Mortgage.	200,000	8			1891		1st Mortgage	1,254,000	7	May & Nov.	"	1890	
Galena and Chicago Union:							2d Mortgage	237,000	7	Jan. & July.	"	1885	
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1892	101	Michigan Central:						
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	"	1875	97	1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
Elgin and State Line	189,000	7	Jan. & July.	"	1879		1st Mortgage S.F. (convertible).	600,000	8	March & Sept.	"	1869	
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884		1st Mortgage (convert.) Dollar.	1,777,000	8	"	N.Y. & Boston	1869	110
Great Western, Ill.:							1st Mortgage (convert.) Dollar.	298,000	8	April & Oct.	"	1882	109
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1893	101	1st Mortgage (S. F.) convertible	4,231,500	8	"	"	1882	109
" Eastern	45,000	7	Feb. & Aug.	"	1888		Mich. Southern and N'n Indiana:						
1st Mortgage whole line	2,500,000	7	"	"	1888	83	Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
2d Mortgage	2,500,000	7	May & Nov.	"	1893	70	Goshen Air Line	651,000	7	Feb. & Aug.	"	1868	97
Hannibal and St. Joseph:							Detroit and Toledo	924,000	7	"	"	1876	88
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	1873-78	85	1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	"	1885	98
Land Security	\$,544.60	7	April & Oct.	"	1881	96	2d General Mortgage	2,693,000	7	"	"	1877	92
Convertible Bonds	\$22,000	7	Jan. & July.	"	1883	97	Milwaukee and St. Paul:						
Harrisburg and Lancaster:							1st Mortgage	4,598,000	7	Feb. & Aug.	New York.	1893	30
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90	2d Mortgage	1,500,000	7	April & Oct.	"	1884	75
Hartford and New Haven:							Real Estate Purchase	135,500				1874	
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Milwaukee and Prairie du Chien:						
Housatonic:							1st Mortgage (coupon)	380,500	7	Jan. & July.	New York.	1891	94
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877		Minnesota and Pacific						
Houston and Texas Central:							Real Estate	1,200,000	7	Jan. & July.		1892	61
State (1st Lien) Loan	210,000						Mississippi Central:						
Mortgage	126,000	7			1866		1st Mortgage	1,246,000	7	May & Nov.	New York.		
Hudson River:							2d Mortgage	1,517,000	7	Feb. & Aug.	"		
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1869-70	102	Mississippi Central and Tenn.:						
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	102	State (Tenn.) Loan	529,000	6				
2d Mortgage	1,840,000	7	May & Nov.	"	1875	99	Mississippi and Missouri:						
Convertible	1,002,000	7	"	"	1867	100	1st Mortgage (convertible)	1,000,000	7		New York.		
Illinois Central:							2d Mortgage (S. F.)	400,000	8		"		
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868		1st Land Grant	3,612,000	7		"		
Construction	6,668,500	7	April & Oct.	London.	1875		Mississippi and Tennessee:						
Construction	2,623,000	6	"	New York.	1875	118	Tennessee State Loan	167,800	6	Jan. & July.	New York.	1886	
Redemption bonds	2,663,000	6	"	"	1890		1st Mortgage	600,000	6	"	"	1876	
Sterling Redemption bonds	358,500	7	"	London.	1875		Income Bonds	297,600	10	"	Memphis.	1870	
Illinois and Southern Iowa:							Mobile and Ohio:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882		Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Indiana Central:							Sterling (1st mort.) Bonds.	4,187,000	6	"	London.		
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100	"		8	"	Mobile		
Indianapolis and Cincinnati:							Income Bonds of 1851	145,200	8	"	N. Y. & Mob.	1861	
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91	" 1852-67	625,700	8	"	"	1862-65	
Ind., Pittsburg and Cleveland:							ten years	75,342	8	"	"		
1st Mortgage	660,000	7	Jan. & July.	New York.	1870		Montgomery and West Point:						
2d Mortgage	347,000	7	"	"			Mortgage (due 1863 and '65	39,500	6			1863-65	
Indianapolis and Madison:							Mortgage	61,500	8			1868	
Mortgage	640,000	7	May & Nov.	New York.	1881	85	Bonds	100,000		Jan. & July.	"	1870	
Jeffersonville:							Bonds	299,200		"	"	1876	
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85	Bonds	639,500		"	"	1881	
2d Mortgage	392,000	7	April & Oct.	"	1873	66	Morris and Essex:						
Joliet and Chicago:							1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	97
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	106	2d Mortgage	1,500,000	7	Feb. & Aug.	"		56
Joliet and N. Indiana.							Muscogee:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874		1st Mortgage	249,000	7				
Kennebec and Portland:							Nashville and Chattanooga:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870		Mortgage (State endorsed)	1,500,000					
2d Mortgage	230,000	6	"	Augusta.	1861		Naugatuck:						
*Kentucky Centr. (Cov. and Lex.)							1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1876	
1st Mortgage	180,000	6					*New Albany and Salem:						
1st Mortgage	280,000	7					1st Mortgage	2,235,000	6				
2d Mortgage (convertible)	1,000,000	7					N. Hav., N. Lond. and Ston'ton:						
Lehigh Valley:							1st Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1878	91	Extension	116,000	6	May & Nov.	"	1878	
La Crosse and Milwaukee:							New Haven and Northampton:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872		1st Mortgage	600,000	7	Jan. & July.	New Haven.	1860	
Lackawanna and Bloomsburg:							1st Mortgage (H. & Hamp.)	103,000	6		"		
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881		New Jersey:						
Lexington and Frankfort:							Company's (various)	855,000	6	Semi-annually	New York.	var.	
Mortgage, due 1869 and '74	68,000	6	Jan. & July.	Lexington.	1869-74		New London Northern:						
Little Miami:							1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100	Extension Bonds	72,800	6	March & Sept.	"	1885	
Long Island:							N. Or'n's, Jackson and Gt. North:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92	1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1883	
1st Mortgage	500,000	6	"	"	1870		2d Mortgage Bonus	241,000					
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	"	1890		N. Orleans, Opelous and Gt. West:						
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	"	1893		Louisiana State Loan	650,000	6				
Long Dock Co.:							New Orleans City Subscription	1,500,000	5				
Mortgage Bonds	2,007,000	7	May & Dec.	New York.	1882	97	1st Mort. Construction	1,730,600	8			1890	
Louisville and Frankfort:							New York Central:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881		Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	92
1st Mortgage	120,000	6	"	"	1868-78		Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	"	1876	
Louisville and Nashville:							Exchanged S.F.'s [S. F.] Bds.	594,000	6	May & Nov.	"	1883	102
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	1868-77		" [B. & N. F.]	77,000	6	"	"	1883	
Lebanon Branch 1st Mortgage	600,000	7	"	"	1880-85		Real Estate [S. F.] Bonds	165,000	6	"	"	1883	
Memphis Branch 1st Mortgage	287,000	7	"	"	1870-75		Real Estate Bonds & Mortgages	131,816	7	var.	"	var.	
Bardonia and Louisville	30,000	7	"	"	1870		"	45,560	7	"	"	1883	
City of Louisville bonds	1,074,000		"	"	1868-87		Bonds of Aug. 1869, Convertible	458,000	7	Feb. & Aug.	"	1876	
Louisville, Cin. and Lexington:							Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	"	1887	91
1st Mort. (\$3,900,000)	1,500,000	7	Jan. & July	New York.	1897	98	New York and Erie:						
Maine Central:							1st Mortgage	3,000,000	7	May & Nov.	New York.	1887	
Loan \$1,100,000	1,092,000	6			1880-81		2d Mortgage	4,000,000	7	March & Sept.	"	1879	102
Loan \$400,000	314,100	6			1870-71		3d Mortgage	6,000,000	7	"	"	1883	
McMinnville and Manchester:							4th Mortgage	4,441,000	7	April & Oct.	"	1880	93
State [Tenn.]	372,000	6					5th Mortgage	925,500	7	June & Dec.	"	1888	92
Mortgage	24,000	7					Buffalo Branch	186,400	7	Jan. & July.	"	1891	89
Marietta and Cincinnati.							Sterling Bonds	3,875,620			London.	1876	
1st Mortgage Bonds	2,388,388	7	Feb. & Aug.	New York.	1891	50	New York and Harlem:						
1st Mortgage Sterling	1,000,000	7	"	"	1891		1st Mortgage	5,000,000	7	May & Nov.	New York.	1878	01
2d Mortgage			May & Nov.	New York.		55	Consolidated	1,000,000	7	Feb. & Aug.	"	1893	100
Scioto & Hocking Val. R. mort.	300,000	7	"	"	1888		3d Mortgage	990,300	7	Jan. & July.	"	1897	98
Memphis, Clarkesv. and Louisv.							New York and New Haven:						
State [Tenn.] Loan	\$910,000	6					Mortgage Bonds, Coupon	1,883,500	6	April & Oct.	New York.	1876	
Memphis and Ohio							N. York, Providence and Boston:						
State [Tenn.] Loan	\$40,000	6					1st Mortgage	600,000		Feb. Aug.	New York		

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$339,000	8	Mar. & Sept.		1887		Guaranteed by State	200,000	7	April & Oct.	Richmond.	'75-'76	
North-Eastern (S. C.):							Mortgage (Coupon)	822,000	7	Feb. & Aug.	"	1875	
1st Mortgage	700,000	7	March & Sep.	Charleston.	1889		Mortgage (Registered)	504,000	7	"	"	1873	
2d Mortgage	145,000	7	"	"	1883		Richmond and Petersburg:						
Prof. Stock (sec'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1873		Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Northern Central:							Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oct.	Baltimore.			Rome, Watertown and Ogdensb.:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95	1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Rutland and Burlington:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	94	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	120
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85½	2d Mortgage	937,500	7	"	"	1863	40
North. Cen. 3d Mort. (\$2,500,000)	724,500	6	April & Oct.	"	1900	84	3d Mortgage	440,000	7	"	"	1863	3
North Pennsylvania:							Sacramento Valley:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88	1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
Chattel Mortgage	800,000	10	"	"	1887	110	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Northern (N. H.):							Sandusky, Dayton and Cincinnati:						
Bonds due 1884 and 1874	145,400	6	April & Oct.	Boston.	1874	94	1st Mortgage	981,000	7	Feb. & Aug.		1900	75
Norwich and Worcester:							3d Mortgage	148,000	7	"		1875	
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877		Six per cents	78,972	6	"		1873	
Bonds for Dividend Scrip	59,000	7	"	New York.	'64-'74		Sand'sky, Mansfield and N'wark:						
Steamboat Bonds	98,000	7	Feb. & Aug.	"	'63-'70		1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Ohio and Mississippi:							Seaboard and Roanoke:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89	1st Mortgage	210,000	7	"		1880	
1st Mortgage—Western	850,000	7	"	"	1872		2d Mortgage	71,000	7	"		1870	
2d Mortgage—Western	750,000	7	"	"	1874		Registered Convertible	123,898	7	"		1873	
Orange and Alexandria:							South Carolina:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866		State Loan	187,000	6	"		1868	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	"	1875		Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
3d Extension	670,500	8	May & Nov.	"	1873	88	Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Ogdensburg & Lake Champlain:							Steril. Skg. 1'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1888	
1st Mortgage	1,287,100	7	April & Oct.	Boston.	1869	98½	Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Oswego and Syracuse:							Southern Mississippi:						
1st Mortgage	338,000	6	Jan. & July.	Oswego.	'70-'80		1st Mortgage	500,000					
Pacific (Mo.):							South-Western (Ga.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68-'70	96½	1st Mortgage	437,000			Macon.	'75-'85	
Panama:							Steubens and Ind. (P. C. and C.):						
1st Mortgage Sterling	410,000	7	April & Oct.	London.	1870		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		Sunbury and Erie:						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Peninsula:							Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	78	1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
Pennsylvania:							St. Louis, Alton & Terre Haute:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½	1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	98
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94	" (series B)	1,100,000	7	April & Oct.	"	1894	"
2d Mortgage Sterling	2,288,840	6	"	London.	1875		2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	86
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102	" (series D)	1,400,000	7	May & Nov.	"	1894	"
Penobscot and Kennebec:							" Income (series E)	1,700,000	7	"	"	1894	89
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75		St. L., Jacksonv. and Chicago:						
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876		1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
Petersburg and Lynchburg (S. Side):							St. Paul and Pacific 1st Division:						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75		1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
2d Mortgage (1862-'70-'72)	814,900	6	"	"	'62-'72		1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
Special Mortgage (1865-'68)	175,000	6	"	"	'65-'68		1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Last Mortgage (1863 to 1869)	42,000	8	"	"	'63-'69		Toledo, Peoria & Warsaw:						
Phila., Germantown and Norris:							1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	70½
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1886		Toledo, Wabash and Western:						
Philadelphia and Erie:							1st M. (Toledo and Illinois)	800,000	7	Feb. & Aug.	New York.	1890	62
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	98	1st M. (L. E., Wab. and St. Louis)	2,500,000	7	"	"	1890	"
1st Mortgage (general)	5,000,000	6	"	"	1881	93	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	77½
2d Mortgage	2,000,000	7	"	"	1885		2d M. (Wabash and Western)	1,500,000	7	"	"	1878	"
3d Mortgage	4,000,000	6	"	"	1901		Sinking Fund B'ds (T. W. & W.)	1,030,000	7	April & Oct.	"	1871	86½
Philadelphia and Reading:							Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	66
Bonds of 1886 (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880		Vermont Central:						
" 1849, "	2,695,600	6	April & Oct.	"	1870	97½	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	68
" 1861, "	106,000	6	Jan. & July.	"	1871	91	2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	25½
" 1843, "	1,825,900	6	"	"	1880	91½	Vermont and Massachusetts:						
" 1844, "	804,000	6	"	"	1880	91	Mortgage Bonds	924,506	6	Jan. & July.	Boston.	1833	94½
" 1848, "	101,000	6	"	"	1880	92	Virginia Central:						
" 1849, "	67,000	6	"	"	1880	96½	Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
" 1857, (convertible)	415,500	6	"	"	1886	96	Mortgage (coupons)	206,500	5	"	Richm'd &	1872	
" 1856, "	60,000	7	"	"	1886		Mortgage (coupons)	988,000	6	"	New York	1884	
Phila., Wilmington and Baltimore:							State Loan 1859-'60	210,000	6	"	Richmond		
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95	Coupon bonds of 1865	58,000	8	"	"	1876	
Pittsburg and Connellsville:							Funding interest bonds	195,089	8	"	"	'70-'77	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½	Dividend bonds	121,227	6	"	"	'65-'76	
Pittsburg, Ft. Wayne and Chicago:							Virginia and Tennessee:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102	1st Mortgage	434,000	6	Jan. & July.	New York.	1872	
" (series B)	875,000	7	Feb. & Aug.	"	1912	"	2d Mortgage	23,500	6	"	"	1878	
" (series C)	875,000	7	Mar. & Sept.	"	1912	"	3d or Income Mortgage	314,500	6	"	"	1905	56
" (series D)	875,000	7	April & Oct.	"	1912	"	Enlarged Mortgage	598,800	6	"	"	1884	
" (series E)	875,000	7	May & Nov.	"	1912	"	Warren (N. J.):						
" (series F)	875,000	7	Jun. & Dec.	"	1912	"	1st Mortgage	650,000	7	Feb. & Aug.	New York.	1875	
2d Mortgage (series G)	860,000	7	Jan. & July.	"	1912	97½	Warwick Valley, N. Y.:						
" (series H)	860,000	7	Feb. & Aug.	"	1912	"	1st Mortgage	35,000	7	April & Oct.	New York.	1880	84
" (series I)	860,000	7	Mar. & Sept.	"	1912	"	Watertown and Rome:						
" (series K)	860,000	7	April & Oct.	"	1912	"	Mortgage (new bonds)	709,800	7	March & Sept.	New York.	1880	
" (series L)	860,000	7	May & Nov.	"	1912	"	Western (Mass.):						
" (series M)	860,000	7	June & Dec.	"	1912	"	Sterling (\$899,000)	4,319,520	5	April & Oct.	London.	'68-'71	
3d Mortgage	2,000,000	7	April	"	1912	89	Dollar Bonds	393,500	6	"	Boston.	1875	93½
Bridge Bonds	168,500	7	May & Nov.	Philadelphia.	1876		West Jersey:						
Pittsburg and Steubenville:							1st Mortgage	238,000	6	March & Sep.	Camden.	1883	87
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75	2d Mortgage	772,000	7	"	Philadelphia.	1896	
Potomac and Watertown:							Western Maryland:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	'64-'74		1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	71
Quincy and Toledo:							1st Mortgage guaranteed	200,000	6	"	"	1890	92
1st Mortgage	530,000	7	May & Nov.	New York.	1890	72	Western Pacific:						
Raleigh and Gaston:							1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Coupon	100,000				1862		Wilmington and Manchester:						
Raritan and Delaware Bay:							1st Mortgage	596,000	7	June & Dec.	New York.	1886	
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888		2d Mortgage	200,000	7	May & Nov.	"	1873	
2d Mortgage	250,000	7	"	"	1883		Income Bonds	163,000	7	March & Sept.	"	1884	
Equipment Bonds	208,000	7	"	"	1876		Wilmington and Weldon:						
Schomond, Fred. and Potomac:							Sterling Bonds	576,837	6	"	London.	1881	
Sterling (\$267,000)	834,000	6	"	"	1880		"	197,777	7	"	"	1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.							Earnings.						
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.			
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Gross.				Net.	Dividends.	Price of	
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. C.		
ALABAMA.																						
30 Jun. '60	65.0	---	---	50.6	---	---	Alabama and Florida	1,451,336	*	---	577,953	503,500	105,255	1,515,704	54.0	---	---	101,102	87,586	---	---	
28 Feb. '59	30.3	---	---	58.1	2	2	Alabama and Mississippi	461,606	80,991	---	335,010	109,500	21,632	518,965	80.3	---	---	55,791	81,852	---	---	
31 May '60	109.6	---	---	57.8	11	9	Ala. and Tennessee Rivers	2,261,927	184,906	---	1,067,006	777,777	240,485	2,476,022	109.6	---	---	207,626	111,232	---	---	
30 Jun. '59	57.0	---	---	171.8	---	---	Mobile and Girard	1,500,000	---	---	---	---	---	---	57.0	236,791	76,778	21,006	---	---		
31 Dec. '56	469.3	18.5	---	49.4	21	20	Mobile and Ohio	9,258,002	2,182,582	---	8,615,400	7,661,831	1,591,391	17,922,359	482.6	8 mos.	1,324,347	642,499	---	---		
28 Feb. '67	88.5	28.4	---	---	21	12	Montgomery and West Point	2,439,420	809,997	315,199	1,644,104	1,130,706	288,781	3,068,586	116.9	---	170,707	449,007	189,402	---	---	
ARKANSAS.																						
1 Nov. '58	38.5	---	---	107.5	---	---	Memphis and Little Rock	553,377	*	---	251,524	446,000	10,725	811,949	---	---	---	---	---	---	---	
CALIFORNIA.																						
30 Dec. '60	22.5	---	---	---	---	---	Sacramento Valley	1,493,350	*	---	793,850	700,000	---	1,493,350	22.5	---	---	280,251	104,504	---	---	
CONNECTICUT.																						
31 July '65	23.8	---	---	1.9	6	5	Danbury and Norwalk	845,798	66,483	8,256	806,900	100,000	---	---	23.8	58,865	103,538	20,249	8	---	---	
31 Jan. '66	122.4	---	---	17.7	75.1	28	Hartford, Provid. and Fishkill	3,902,356	802,511	---	2,037,940	1,868,740	---	---	122.4	319,433	644,725	160,185	---	---		
31 Aug. '67	61.4	10.2	---	63.9	15	42	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	76.3	---	546,113	1,685,834	592,283	12	174	
31 Dec. '66	74.0	---	---	8.9	10	11	Housatonic	2,439,775	---	247,819	2,000,000	222,500	160,845	2,787,594	124.0	---	192,989	478,095	65,463	---	---	
31 Dec. '65	67.0	---	---	2.0	8	12	Naugatuck	1,456,639	---	---	1,100,000	295,000	---	---	62.0	159,074	419,469	135,922	10	---	---	
28 Feb. '66	60.0	---	---	2.6	4	10	N. Haven, N. London and Ston.	1,454,040	---	---	738,588	766,000	---	---	62.0	---	67,143	loss	---	---		
30 Nov. '66	50.0	3.5	---	---	8	8	New Haven and Northampton	2,379,606	---	2,379,606	1,224,100	650,000	---	---	30.0	60,067	79,856	loss	---	---		
30 Nov. '66	100.0	---	---	---	14	16	New London Northern	668,905	---	---	895,000	383,283	122,500	1,370,783	100.0	---	228,545	332,570	53,004	8	86	
31 Mar. '67	61.3	1.0	63.8	---	35	68	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	---	787,526	2,068,260	704,016	10	187	
30 Nov. '66	50.4	7.0	9.2	---	19	19	Norwich and Worcester	2,468,983	149,711	666,653	2,833,600	555,000	6,112	3,830,357	66.4	---	266,149	750,678	250,528	10	92	
DELAWARE.																						
31 Oct. '60	84.3	---	---	10.7	---	---	Delaware	1,562,257	---	---	406,132	870,000	271,877	1,607,684	84.3	---	136,631	138,790	41,466	---	---	
31 Oct. '62	16.2	---	---	---	---	---	Newcastle and Frenchtown	704,360	---	18,535	744,520	---	6,024	749,544	5.0	---	---	27,238	10,290	9	---	
FLORIDA.																						
30 Apr. '60	32.0	---	---	---	3	1	Florida and Alabama	532,791	30,536	---	191,455	195,000	75,894	619,112	32.0	---	7,857	3,535	---	---		
31 Aug. '67	59.9	---	---	---	---	---	Flo., Atlantic and Gulf Central	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
31 Dec. '62	100.0	3.9	10.0	153.5	---	---	Pensacola and Georgia	---	---	---	---	---	---	---	29.4	---	---	---	---	---	---	
GEORGIA.																						
30 Jun. '67	63.7	---	---	---	18	6	Atlanta and West Point	1,200,079	*	145,554	1,232,200	55,500	56,575	1,340,632	86.7	---	391,477	68,580	34	---	---	
31 Dec. '66	53.0	---	---	---	---	---	Atlanta and Gulf—M. Trunk	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
30 Apr. '60	43.6	---	---	---	---	---	Augusta and Savannah	1,032,200	---	---	733,700	129,500	---	---	53.0	---	168,988	95,612	---	---	---	
30 Nov. '66	191.0	---	---	---	49	31	Brunswick and Florida	755,000	---	---	151,837	---	---	---	31.0	---	---	---	---	---	---	
31 Mar. '67	171.0	71.0	---	---	49	31	Central of Georgia (and Bank)	4,472,000	---	1,949,923	4,666,800	788,000	138,940	6,686,966	729.0	---	1,734,749	359,214	---	---		
30 Nov. '66	102.6	---	---	---	46	26	Georgia (and Bank)	4,156,000	---	1,999,361	4,156,000	386,000	241,932	7,176,281	242.0	---	1,130,142	246,356	---	---		
31 July '59	50.0	---	---	---	19	16	Macon and Western	1,500,000	---	---	1,500,000	---	---	---	12.296	---	1,668,976	102.5	226,241	404,618	212,676	19
1 May '58	68.1	---	---	---	7	2	Muscogee	774,244	162,534	---	669,960	249,000	---	---	50.0	---	1,026,888	50.0	---	202,714	110,616	8
31 July '67	103.1	100.8	16.2	---	19	20	Savannah, Albany and Gulf	1,358,634	62,374	---	1,275,901	10,200	180,621	1,473,140	71.6	---	---	---	---	---	---	
30 Sep. '59	138.0	---	---	---	62	24	South Western	3,583,131	414,195	58,335	3,202,900	437,000	146,007	3,855,721	228.8	---	306,336	1,008,958	332,551	9	---	
31 Dec. '66	230.0	---	---	---	67	32	Western and Atlantic	5,901,497	---	---	built and own'd by State.	---	---	---	138.0	---	---	---	---	---	---	
ILLINOIS.																						
30 Apr. '67	317.0	83.0	---	---	119	55	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,989,000	498,048	12,290,904	290.0	---	1,934,115	3,098,153	1,484,616	54	185	
31 May '67	491.0	661.4	---	---	249	138	Chicago, Burlington and Quincy	12,248,711	2,956,327	2,753,986	10,399,010	5,458,250	365,542	18,967,024	400.0	---	2,421,566	6,146,892	2,795,463	20	142	
31 Mar. '67	181.8	---	---	---	92	46	Chicago and Northwestern	41,871,570	---	8,992,752	28,021,621	16,261,000	1,123,476	45,344,322	116.2	---	10,161,735	2,226,967	---	---	---	
31 May '63	174.5	---	---	---	21	22	Chicago, Rock Isl. and Pacific	16,318,822	---	3,192,940	9,100,000	5,146,524	635,486	18,508,768	409.3	---	1,621,307	3,574,034	1,413,999	10	97	
31 Dec. '66	454.8	252.5	---	---	150	53	Great Western	4,089,561	---	---	1,648,561	2,350,000	---	---	180.0	---	4,214,342	742,097	377,476	---	---	
31 Dec. '66	111.0	---	---	---	17	7	Illinois Central	20,964,453	---	10,323,323	23,416,780	12,144,000	---	---	41,478,280	708.3	---	3,603,962	5,546,741	2,176,447	10	182
31 Dec. '66	111.0	---	---	---	112	7	Toledo, Peoria & Warsaw	5,217,634	---	52,349	3,335,839	1,600,000	121,058	5,259,683	111.0	---	238,524	561,663	171,667	---	---	
31 Dec. '65	195.0	---	---	---	46	30	St. Louis, Alton & Terre Haute	10,770,000	---	---	4,000,000	7,000,000	---	---	209.0	---	---	2,240,744	488,568	---	52	
INDIANA.																						
31 Aug. '65	132.0	---	---	---	41	23	Chicago and Great Eastern	2,312,344	288,255	125,587	1,142,334	1,240,000	4,562	2,726,187	132.0	---	246,145	559,128	246,720	---	20	
31 Dec. '62	72.4	---	---	---	14	10	Evansville and Crawfordsville	1,667,039	274,081	20,641	611,050	1,254,500	15,900	2,102,761	109.0	---	442,898	158,541	---	---	---	
31 Dec. '68	98.9	20.2	---	---	19	26	Indiana Central	2,497,962	540,043	---	1,899,900	1,392,284	140,889	3,458,108	110.0	---	448,858	280,834	---	---	---	
31 Dec. '64	84.0	---	---	---	15	---	Ind., Pittsburg and Cleveland	2,736,556	---	246,222	1,072,000	997,000	---	---	84.0	---	384,639	771,763	807,332	---	---	
1 Dec. '62	78.0	---	---	---	15	---	Jeffersonville	1,649,518	---	---	1,150,907	621,000	---	---	109.0	---	2,175,223	105.0	312,869	527,868	268,166	---
31 Mar. '64	86.0	46.0	---	---	17	10	Indianapolis and Madison	1,484,347	---	---	819,800	640,000	---	---	132.0	---	315,172	117,941	6	100		
31 Mar. '64	86.0	46.0	---	---	17	10	Louisv. N. Albany & Chicago	3,000,000	---	---	2,800,000	2,000,000	---	---	238.0	---	645,827	871,402	---	---	---	
30 Nov. '66	73.0	---	---	---	26	23	Terre Haute and Indianapolis	1,988,150	---	991,131	1,988,150	5,000	162,285	2,979,281	73.0	---	448,684	1,049,720				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Price of share.	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonds and Mortgage Debt.	Other Liabilities.	Gross.				Net.			
																				No.		No.
MAINE.																						
30 Nov. '62	55.0	—	—	—	6	4	74	Androscoquin	1,050,000	*	—	151,833	444,639	205,584	757,381	63.5	79,761	79,761	43,461	—	—	
30 Jun. '66	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	7,364,089	*	—	2,494,900	3,471,560	1,935,870	7,952,330	149.0	878,373	1,116,113	177,873	—	45	
31 Dec. '66	65.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,900,000	*	—	1,000,000	2,900,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—	
31 May, '65	99.7	9.5	—	—	13	15	233	Maine Central	4,212,291	*	—	1,442,060	2,733,800	1-0.597	4,301,457	109.2	171,568	489,692	219,302	—	—	
31 May, '67	51.3	—	—	—	14	4	167	Portland, Saco and Portsmouth	1,360,184	*	—	498,456	1,500,000	—	1,858,669	51.3	227,394	529,225	230,825	6	101	
MARYLAND.																						
30 Sep. '64	379.9	7.2	—	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,021,755	14,839,966	16,151,962	9,420,530	1,022,960	39,633,113	286.8	3,493,376	8,577,692	5,307,188	10	127	
30 Sep. '64	30.9	—	—	—	—	—	—	Washington Branch	1,660,000	—	—	1,660,000	—	—	2,217,477	39.0	864,481	283,562	—	10	127	
31 Dec. '67	138.0	4.0	25.0	—	92	64	3,728	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,978	8	44	
MASSACHUSETTS.																						
30 Nov. '66	—	—	—	—	15	16	60	Boston, Hartford & Erie	12,510,917	412,596	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,679	176,288	8	151	
30 Nov. '66	26.8	1.8	10.8	—	26	41	654	Boston and Lowell	2,465,434	183,345	521,732	1,880,000	640,000	75,297	3,170,511	70.9	480,176	899,992	176,288	8	121	
30 Nov. '66	74.3	8.8	50.4	—	35	80	744	Boston and Maine	3,982,547	446,557	681,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	132	
30 Nov. '66	47.0	7.0	45.0	—	30	63	290	Boston and Providence	3,152,600	207,400	557,051	3,360,000	18,900	—	3,917,051	61.8	441,186	1,190,784	384,544	10	133	
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	—	4,015,19	5,769,810	83.6	729,470	1,914,729	490,301	10	134
30 Nov. '66	36.0	1.1	2.7	—	7	17	68	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	—	11,050	1,093,608	47.1	86,510	202,097	68,027	84	604
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,660,000	250,000	594	2,237,115	53.4	255,858	617,143	177,322	8	112	
30 Nov. '66	44.1	60.4	33.1	—	38	62	679	Eastern	4,452,999	500,000	467,611	3,518,398	1,818,400	271,200	5,426,799	94.5	805,800	1,422,167	477,714	8	114	
30 Nov. '66	61.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	28.5	477,105	1,107,444	347,247	7	125	
30 Nov. '66	14.0	—	—	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	274,900	2,900	20,492	275,012	14.0	37,740	82,974	16,960	6	—	
30 Nov. '66	12.4	—	—	—	2	4	29	Lowell and Lawrence	332,833	30,275	7,027	200,000	75,000	3,568	370,186	(Oper. by Boston & Lowell)	215,731	441,304	90,956	8	128	
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	Nashua and Lowell	558,919	96,684	114,623	600,000	25,800	—	775,226	41.6	215,731	441,304	90,956	9	101	
30 Nov. '66	180.5	10.6	30.5	—	33	74	681	New Bedford and Taunton	455,582	40,018	184,000	600,000	184,000	—	684,000	36.7	72,492	259,107	71,322	7	87	
30 Nov. '66	18.6	—	—	—	1	3	—	Old Colony and Newport	6,666,571	834,503	4,848,300	2,141,000	358,066	—	7,347,300	141.0	669,552	1,332,307	509,790	7	101	
30 Nov. '66	43.4	1.0	7.0	—	17	20	573	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	80,880	114,107	31,164	6	80	
30 Nov. '66	16.9	—	—	—	3	4	197	Providence and Worcester	1,453,696	302,799	121,286	1,750,000	—	—	1,27,850	1,877,680	44.4	283,180	701,147	149,599	8	124
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Salem and Lowell	380,294	83,729	7,168	243,305	226,900	660	471,171	(Oper. by B. & L. Co.)	701,147	149,599	17,500	1	110	
30 Nov. '66	6.1	—	—	—	36.6	—	—	Taunton Branch	210,273	39,727	35,696	250,000	—	—	285,696	11.7	60,279	243,676	62,836	8	112	
30 Nov. '66	69.8	8.0	5.5	—	11	16	180	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the C. commonwealth.)	—	—	—	—	—	—	
30 Nov. '66	69.8	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,342	117,892	2,860,000	551,650	—	3,584,331	77.3	158,121	435,965	140,648	34	54	
30 Nov. '66	166.1	17.3	144.4	—	89	12	1,380	Western (incl. Alb. & W.S. etc.)	10,037,212	880,115	6,228,176	6,710,800	5,945,020	—	17,190,503	166.1	1,660,082	3,932,017	1,408,791	10	117	
30 Nov. '66	46.7	—	10.0	—	11	14	228	Worcester & Nashua (par 83)	1,025,000	116,000	124,286	1,141,000	—	—	1,265,385	46.7	259,969	474,392	178,965	10	116	
NEW HAMPSHIRE.																						
31 Mar. '67	33.5	—	0.2	—	14	10	232	Boston, Concord and Montreal	2,560,000	*	431,345	1,799,000	1,050,000	30,974	3,281,345	93.5	—	407,714	147,123	—	80	
30 Nov. '66	63.6	—	8.0	—	21	15	271	Cheahire	2,688,907	*	247,281	2,085,925	678,200	—	2,936,188	76.6	422,417	661,617	148,597	24	—	
31 Mar. '67	34.5	—	—	—	28	26	470	Concord (par 50)	1,500,000	*	148,924	1,500,000	—	—	1,748,924	121.4	560,024	941,321	146,838	8	72	
31 Mar. '67	26.9	—	—	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Oper. by Concord)	—	97,925	97,925	8	122	
31 Mar. '67	19.3	—	1.0	—	2	4	80	Manchester and Northwaco.	600,000	—	—	200,000	—	—	600,000	(Oper. by C.)	60,267	48,317	—	—	—	
31 Mar. '67	69.2	18.0	12.5	—	24	23	456	Northern New Hampshire	3,068,400	*	606,862	3,068,400	145,400	14,217	3,674,262	82.2	352,640	681,391	242,998	8	112	
NEW JERSEY.																						
31 Dec. '66	64.2	11.0	8.1	—	74	95	171	Belvidere Delaware	3,456,709	—	996,647	2,245,000	346,140	5,587,757	77.5	—	556,742	128,939	—	—	—	
31 Dec. '66	61.2	42.4	74.9	—	—	—	—	Camden and Amboy	10,099,091	—	4,391,251	7,997,412	10,073,137	—	18,090,549	124.2	—	5,607,642	1,444,705	16	1304	
31 Dec. '66	60.2	—	—	—	—	—	—	Camden and Atlantic	1,931,434	—	1,001,933	1,034,776	107,432	2,244,201	60.2	—	398,975	129,869	—	—	—	
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,050	1,964,600	5,220,728	13,900,010	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	116	
31 Dec. '66	53.0	—	—	—	46.5	24	43	274	Morris and Essex	6,973,931	2,181,111	208,699	3,600,000	616,959	124,822	9,625,429	53.0	—	1,020,078	304,569	7	70
31 Dec. '66	53.8	—	—	—	35	96	36	New Jersey	3,890,328	827,058	1,680,141	5,000,000	556,000	—	6,512,449	38.8	638,632	1,770,862	789,015	10	130	
31 Dec. '66	21.8	—	—	—	2	6	17	Northern New Jersey	487,803	—	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	—	
31 Dec. '66	65.0	16.0	—	—	—	—	—	Raritan and Delaware Bay	4,089,592	—	—	2,530,700	1,662,800	920,447	4,983,947	81.0	—	335,651	—	—	—	
31 Dec. '66	18.2	—	—	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	611,400	—	2,659,050	18.2	—	451,297	154,045	7	81	
31 Dec. '66	38.5	—	—	—	17	—	—	W. at Jersey	1,219,504	—	454,219	731,050	1,010,500	—	1,741,550	38.5	—	263,420	69,712	29	—	
NEW YORK.																						
30 Sep. '66	98.5	—	7.4	—	13	12	216	Albany & Susquehanna	4,285,593	343,095	—	1,675,138	2,114,000	19,643	4,028,691	98.5	191,672	385,199	180,002	134	—	
30 Sep. '66	64.2	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,399,098	—	—	960,000	2,340,000	Leased	5,007,642	88.0	1,383,666	2,488,761	123,156	10	106	
30 Sep. '66	58.3	—	29.0	—	38	23	736	Buffalo and State Line	2,277,938	503,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,383,666	2,488,761	123,156	10	106	
30 Sep. '66	460.0	97.0	338.0	—	371	180	6,235	Erie	19,122,686	5,165,188	26,101,121	22,429,927	5,085,864	64,287,874	784.0	7,109,139	13,979,514	3,192,000	4	754		
30 Sep. '66	144.0	—	128.3	—	85	161	327															

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies a Running dot (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Price of shares.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Gross.	Net.				Dividends.		
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.		
PENNSYLVANIA.																						
31 Jan. '66	44.0	—	—	130.0	13	11	113	Allegheny Valley	2,350,723	282,046	293,578	1,948,400	614,000	513,542	2,877,342	44.0	184,201	856,277	123,802	—	18	
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,257,560	—	88,348	29,564,405	29,969,900	1,156,819	60,721,124	507.0	2,041,771	4,838,490	1,476,080	—	12	
31 Oct. '66	65.0	2.5	4.5	—	21	9	268	Catawissa	8,634,000	—	—	3,350,000	206,000	—	3,634,000	67.5	227,645	447,062	130,541	—	12	
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,091,037	—	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	—	8	
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,987,427	2,912,417	—	11,283,500	3,370,500	717,222	15,376,322	204.5	1,909,775	2,788,490	714,825	20	110	
31 Oct. '66	86.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,059	—	654,400	574,000	—	1,564,740	36.0	199,412	446,078	287,034	—	5	
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	252,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,581	—	25	—	
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	706,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	—	
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburgh	1,842,920	554,628	225,000	664,300	1,248,704	435,206	2,622,548	98.6	313,902	618,566	235,153	—	7	
31 Oct. '66	36.0	15.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	oper. by Penn. R.R. Co.	—	—	—	—	632	
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,540	104,900	1,809,665	500,000	100,000	2,409,565	32.0	47,227	55,092	2,972	—	—	
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	—	—	685,130	1,462,140	—	2,188,498	60.7	194,282	250,906	53,595	—	16	
31 Oct. '66	80.0	2.0	13.5	—	21	61	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,325,000	2,401,645	68,880	3,512,146	82.0	484,760	818,875	255,010	—	—	
31 Oct. '66	71.0	57.5	180.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	50	
31 Oct. '66	23.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	1,598,965	2,606,100	885,000	73,555	3,004,655	oper. by Reading R.R.	—	—	—	—	2	29
31 Oct. '66	138.0	—	64.1	—	23	22	687	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	1,735,000	—	3,775,600	—	—	—	—	—	3	29
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,236	67.5	345,588	902,218	382,500	—	30	
31 Dec. '66	354.8	33.3	166.3	—	452	240	7,979	Pennsylvania	25,642,634	3,871,215	15,235,688	20,000,000	18,038,258	—	44,251,544	565.8	7,080,026	16,583,883	5,967,620	9	58	
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., German'n & Norrist'n	1,139,079	288,489	409,986	1,491,580	159,800	—	1,517,554	24.2	274,879	606,346	247,446	—	6	
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	1,789,738	—	—	5,083,700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,062	454,077	—	27	
30 Nov. '66	147.0	—	255.4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,888	22,742,867	6,719,662	—	32,577,548	474.5	4,361,336	10,939,819	6,016,581	10	45	
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	—	1,099,120	200,000	—	1,441,607	26.5	195,478	849,446	316,764	15	125	
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,500	—	—	9,019,300	1,450,000	—	10,469,300	197.0	880,336	2,470,956	1,047,687	10	55	
31 Oct. '66	58.4	—	90.6	—	189	121	2,429	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,076,120	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,066	—	—	
31 Dec. '66	468.5	—	128.1	—	189	121	2,429	Pittsburg, Ft. Wayne & Chicago	24,383,741	—	2,673,792	9,940,988	12,568,500	1,062,343	26,927,540	488.5	1,945,113	7,467,217	2,319,581	10	103	
31 Oct. '66	28.0	—	5.0	—	—	—	—	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,188	130,392	—	4	
31 Oct. '66	23.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	646,038	962,600	113,865	1,760,501	35.4	144,402	887,580	148,680	—	—	
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	816,000	26,292	1,095,913	36.6	120,064	254,123	128,312	25	46	
RHODE ISLAND.																						
31 Aug. '66	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	—	—	1,755,261	500,000	—	—	62.0	240,500	625,641	160,523	13	34	
SOUTH CAROLINA.																						
31 Dec. '66	54.9	—	—	—	4	3	21	Charleston and Savannah	801,615	34,372	250,000	705,365	195,266	197,905	1,099,536	51.9	—	283,263	151,586	—	—	
31 Dec. '66	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	—	—	1,201,000	384,000	—	—	109.6	—	283,263	151,586	—	—	
1 Jan. '67	143.2	—	21.3	—	—	—	—	Greenville and Columbia	2,489,769	824,161	—	1,429,008	1,145,000	345,546	—	164.5	—	841,190	125,871	—	—	
28 Feb. '67	102.0	—	—	—	11	8	105	North Eastern	2,145,131	—	51,078	898,950	1,028,000	272,259	2,109,209	102.0	154,496	317,775	66,687	—	—	
31 Dec. '66	136.0	106.0	—	—	47	34	343	South Carolina	8,161,957	—	549,110	5,819,275	3,584,796	447,491	9,327,775	242.0	—	1,312,738	387,332	—	—	
TENNESSEE.																						
30 Sep. '66	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,489	58,183	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—	
30 June '66	30.0	—	1.5	—	17	11	200	East Tennessee and Georgia	—	—	—	2,141,970	—	—	—	10 mo.	441,029	154,051	—	—	—	
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	—	824,263	657,700	2,176,500	541,853	4,224,247	130.3	139,332	331,871	161,014	—	—	
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126,530	921,937	9,431,517	291.0	786,331	1,661,612	71,490	—	—	
1859	271.6	16.0	20.0	—	3	9	5	Memphis and Ohio	2,269,287	141,144	—	670,000	1,261,000	145,000	—	—	—	—	—	—	—	
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—	
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	—	—	625,399	1,069,600	992,059	3,015,107	99.2	—	367,252	175,729	—	—	
1859	47.4	—	2.3	—	4	6	46	Mississippi Central and Tenn.	892,710	82,908	—	371,447	632,500	22,369	—	47.4	64,175	88,129	44,066	—	—	
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	65,510	—	144,894	406,000	6,000	—	34.2	80,065	28,808	13,962	—	—	
30 Nov. '66	149.7	44.0	7.9	—	30	17	319	Nashville and Chattanooga	3,632,382	—	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	—	—	
1859	—	—	—	—	—	—	—	Nashville and North western	—	—	—	—	—	—	—	—	—	—	—	—	—	
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	880,000	204,544	—	45.8	67,950	127,958	87,345	—	—	
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	125,962	413,000	408,477	—	30.0	—	1,248	—	—	—	
TEXAS, (all aided by State).																						
— '58	82.0	—	—	—	—	—	—	Buffalo Bayou, Braz. & Col'do	—	—	—	—	—	—	—	—	82.0	—	—	—	—	—
— '58	60.0	—	—	—	—	—	—	Galveston, Houston & Henderson	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—
— '60	60.0	—	1.5	75.0	—	2	1	Houston and Brazoria	1,250,000	—	—	275,000	240,000	—	—	60.0	81,300	32,670	—	—	—	
1 May '60	70.0	—	6.0	280.0	7	8	124	Houston and Texas Central	4,232,345	—	—	455,000	975,000	369,000	—	7						

PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate.	Paid.	
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	---
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	---
Baltimore and Ohio, (pref.)	3,000,000	7	7	---
Berkshire (guaranteed)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	1,340,400	6	8	70
Buffalo, N. Y. & Erie, (guaranteed)	875,000	7	7	---
Camden & Atlantic (preferred)	620,800	7	7	25
Catawissa (preferred)	1,150,000	7	7	25
Chemung (guaranteed)	380,000	---	---	---
Cuyaga & Susquehanna (guarant.)	343,500	---	---	---
Chesapeake (preferred)	2,017,925	7	7	83
Chicago & Alton (preferred)	2,428,400	7	7	138
Chicago & Northwestern (pref.)	14,789,125	7	7	73
Cochecho (preferred)	177,750	8	8	---
Ct. & Passumpsic Rivers, (pref.)	1,733,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	---
" (2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,000,000	---	---	---
Dubuque & Sioux City (preferred)	1,988,171	7	34	60
Elmira, Jeff. & Canandigua (guar.)	500,000	---	---	---
Elmira & William-port (preferred)	500,000	7	7	42
Erie (preferred)	5,536,910	7	7	76
Hambal & St. Joseph (preferred)	5,253,853	7	7	70
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	---
Kennebec & Portland (preferred)	372,000	6	6	---
Lackawanna & Bloomsburg (pref.)	500,000	7	7	---
Marietta & Cincinnati (1st pref.)	6,556,185	7	3	18
" (2d pref.)	4,051,744	7	3	6
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,286	8	8	103
" (2d pref.)	841,400	7	7	100
Milwaukee & St. Paul (preferred)	7,370,900	7	7	60
New Haven & Northampton (guar.)	1,010,000	4	4	---
New York & Harlem (preferred)	1,500,000	8	8	123
Niagara Br. & Canandigua (guar.)	1,000,000	6	6	---
Pateron & Hudson (guaranteed)	630,000	8	8	---
Peter & Ramapo (guaranteed)	248,000	54	54	---
Peoria & Bureau Valley (guar.)	1,200,000	6	6	---
Philadelphia & Reading (pref.)	1,551,800	7	7	---
Pittsfield & Trenton (guar.)	1,000,000	10	10	---
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port, Sag. & Portsmouth (guar.)	1,500,000	6	6	---
Railroad & Burlington (preferred)	382,700	8	8	---
" (2d preferred)	608,176	8	8	---
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	73
Toledo, Wabash & Western (pref.)	1,000,000	7	7	66
Toledo, Peoria & Warsaw (1st pref.)	1,051,314	7	7	---
" (2d pref.)	908,425	7	7	---
Troy & Greenbush (guaranteed)	274,400	6	6	50
Vermont & Canada, (guaranteed)	1,600,000	8	8	102
Warren (guaranteed)	1,408,300	7	7	---
White Mountains (guaranteed)	200,000	6	6	---
Wrightav. Y. & Gettysburg (guar.)	317,000	2	2	---

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,687,345	6 J. & J.	1886	93	
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870		
" sterling	4,875,000	5	1890		
Preferred bonds	1,700,000	6	18..	30	
Delaware Division:					
1st Mortgage	800,000	6 J. & J.	1878	90	
Delaware & Hudson:					
Mortgage	641,000	6 M. & S.	1870	110	
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
Bonds	673,799	7 J. & J.	1865		
Interest Certificates	161,900	6	1868		
Lehigh Navigation:					
1st Mortgage	414,153	6 Qtrly.	1870		
6 1/2 per cent. Loan	6,434,351	6	1884	84	
Monongahela Navigation:					
1st Mortgage	125,000	6 J. & J.	1863		
2d Mortgage	67,000	6	1866		
Morris:					
1st Mortgage	445,500	6 A. & O.	1876	93	
2d Mortgage	202,750	6	89		
Boat Loan	232,807	6	90		
North Branch:					
1st Mortgage	590,000	6 M. & N.	1876	80	
Schuylkill Navigation:					
1st Mortgage	1,704,560	6 M. & S.	1872	89	
2d Mortgage	5,980,670	6 J. & J.	1882	71	
Improvement	1,601,670	6 M. & N.	1876	70	
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5 J. & J.	1865		
Md. Mt. loan converted	300,376	6	1865		
Mortgage bonds	995,000	6	1878	66	
Preferred Interest b'ds.	227,569	6	1878		
Union, (Pa.)					
1st Mortgage	3,000,000	6 M. & N.	1883	15	
West Branch & Susquehanna:					
1st Mortgage, s'k fund	450,000	6 J. & J.	1878	88	
Worming Valley	900,000	6 J. & I.	1882	72	

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	35	---
Chesapeake and Ohio	100	8,229,595	---	---
Delaware Division	100	1,633,360	18	---
Delaware and Hudson	100	10,000,000	10	145
Delaware and Raritan	100	2,298,400	10	---
Erie of Pennsylvania	50	64,000	---	---
Illinois and Michigan	50	6,968,146	10	28
Lehigh Navigation	50	728,800	3	---
Monongahela Navigation	100	1,025,000	10	35
Morris, (consolidated)	100	1,175,000	10	20
" (preferred)	100	---	---	---
North Branch	100	---	---	---
Sault Ste Marie	50	1,908,207	12	---
Schuylkill Navigation (consolid.)	50	2,888,988	20	---
" (preferred)	50	2,048,260	12	---
Susquehanna and Tide Water	50	---	---	---
Union	50	2,787,000	11	---
Union (preferred)	50	1,100,000	6	30
West Branch and Susquehanna	100	750,000	16	37
Wyoming Valley	50	---	---	---

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—DUTY: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 cents per lb.; Pig, 90 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1	per ton 37 @ 41
Pig, American, No. 1	per ton 37 @ 37
Pig, American, No. 2	per ton 35 @ 35
Bar, Refined, English and American	per ton 80 @ 85
Bar, Swedes, assorted sizes	per ton 87 50 @ 92
STORE PRICES.	
Bar, Swedes, ordinary sizes	per ton 150 @ 150
Bar, English and American, Refined	per ton 95 @ 100
Bar, English and American, Common	per ton 85 @ 90
Scroll	per ton 125 @ 170
Ovals and Half-round	per ton 120 @ 150
Band	per ton 125 @ 125
Roads Shoe	per ton 125 @ 125
Horse, 1/2 to 3-16 inch	per ton 100 @ 160
Hoop	per ton 135 @ 155
Nail Rod	per lb. 9 @ 10
Sheet, Russia, Med. No. 1	per lb. 15 @ 16
Sheet, Single, D. and T. Common	per lb. 5 @ 7
Rails, English	per ton 53 @ 53
Rails, American (at work)	per ton 82 50 @ 83
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11 1/2 cents per lb.; over 11 cents, 2 1/2 cents per lb. and 10 per cent. ad val. (Store prices.)	
English Cast, (2d and 1st qty.)	per lb. 18 @ 23
English Spring, (2d and 1st qty.)	per lb. 10 @ 12 1/2
English Blister, (2d and 1st qty.)	per lb. 11 1/2 @ 20
English Machinery	per lb. 13 1/2 @ 16
English German, (2d and 1st qty.)	per lb. 14 @ 16
American Blister, "Black Diamond"	per lb. 14 1/2 @ 17
American Cast, Tool	per lb. 21 @ 22
American, Spring	per lb. 12 @ 14
American Machinery	per lb. 12 @ 14
American German	per lb. 10 @ 15

COPPER—DUTY: Pig, Bar and Ingot 2 1/2; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.	
Sheathing, New	per lb. 35 @ 33
Boils	per lb. 35 @ 35
Braziers	per lb. 35 @ 35
Sheathing, &c., Old	per lb. 16 @ 18
Sheathing, Yellow Metal	per lb. 26 @ 26
Boils, Yellow Metal	per lb. 27 @ 27
American Ingot	per lb. 22 1/2 @ 23
LEAD—DUTY: Pig, 2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena	per 100 lb. 6 45 @ 6 50
Spanish	per 100 lb. 6 45 @ 6 75
German Refined	per 100 lb. 6 45 @ 6 87 1/2
English	per 100 lb. 10 80 @ 10 80
Bar	per 100 lb. 12 @ 12
Pipe and Sheet	per 100 lb. 12 @ 12
TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.	
Banca	per lb. 25 @ 25
Straits	per lb. 24 @ 24
English	per lb. 24 @ 24
Gold—Current.	
Plates, I. C. Charcoal, p. box	8 @ 8 25 11 50 @ 12 25
Plates, I. C. Coke	6 75 @ 7 25 9 50 @ 10 60
Plates, Coke Terne	6 25 @ 6 25 9 @ 9 50
Plates, Charcoal Terne	7 50 @ 8 10 12 25 @ 11 60

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 47 gravity (in bulk), per gall.	10 1/2 @ 10 1/2
Crude, 40 @ 47 gravity (in shipping order)	16 @ 16
Refined, free, S. W.	42 1/2 @ 42 1/2
Refined, in bond, prime L. S. to W. (110 @ 115 test)	24 @ 23
Refined, in bond, Standard White	24 @ 24
Refined, in bond, prime White	25 @ 25
Naptha, Refined, (60 @ 65 gravity)	30 @ 30
Residuum	per bbl. 3 60 @ 3 60

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 22.
Th 16 F. 17 Sat. 18 M. 20 Tu. 21 W. 22

Atlantic M. S. S. Co.	103	103	98	98	97	95
Boston, Hartford & Erie	---	---	---	15	16	16
California 7s	---	---	---	---	---	---
Canton Co.	53 1/2	52 1/2	54 1/2	55 1/2	58	59 1/2
Chicago & Alton	136	136 1/2	136 1/2	136 1/2	---	135
" pref.	139	---	---	---	---	---
" 1 M.	100	---	---	---	---	---
" S. F.	---	---	---	---	---	---
" Inc.b'ds	---	---	---	---	---	---
Chicago, Burl. & Q.	140	140	---	---	142	---
" 8 p.c.	---	---	109	---	---	---
Ohio, & Northwest'n	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	60 1/2
" pref.	73 1/2	72 1/2	72 1/2	72 1/2	73	72 1/2
" 1st M.	87 1/2	---	---	---	---	---
" 2d M.	---	---	---	---	---	---
" S. F.	---	---	---	---	---	---
" Consol.	---	---	84 1/2	---	85	86
Chicago & Rock Isl.	96 1/2	96 1/2	96 1/2	97	97 1/2	97
" 1st M.'70	---	---	---	---	100	---
Chi., R. I. & Pa. 7s 1890	93 1/2	---	---	93 1/2	93 1/2	93 1/2
Clev., Col. and Cin.	101	101	---	---	---	---
Clev. and Pittsburg	93 1/2	94	94 1/2	95 1/2	95 1/2	95
" 2 M.	98	---	---	---	---	---
" 3 M.	---	---	---	---	---	---
" 4 M.	---	74	---	---	---	---
Clev. and Toledo	102 1/2	103 1/2	103 1/2	103 1/2	105 1/2	106 1/2
" S. F. 7 p.c.	---	---	---	---	---	---
Cumberland Coal, pref. 53	---	82 1/2	83	---	---	---
Del. & Hudson Canal	---	---	---	---	---	---
Del., Lack. & West.	---	---	---	---	---	---
" 1 M. S.p.c.'71-6.	---	---	---	---	---	---
" 2 M. S.p.c.'81	---	---	---	---	---	---
Erie	74 1/2	74 1/2	75	77	76	75 1/2
" pref.	---	---	---	---	76 1/2	---
" 1 M. 7 p.c.'67	---	---	---	---	---	---
" 2 M. 7 p.c.'79	---	---	---	---	---	---
" 3 M. 7 p.c.'83	95	---	---	---	---	---
" 4 M. 7 p.c.'80	---	---	---	---	---	---
" 5 M. 7 p.c.'88	---	---	---	---	---	---
Hudson River	139 1/2	139	140	140	142	143 1/2
" 1 M. 7 p.c.'69	---	---	---	---	---	---
" 2 M. S. F.	---	---	---	---	---	---
" 3 M. 7 p.c.'76	---	---	---	---	---	---
Illinois Central	136 1/2	135 1/2	136 1/2	130 1/2	131 1/2	132
" bonds	---	---	---	---	---	---
Marietta & Cin. 1st pref.	20	19 1/2	19	19	19	19 1/2
" 2d	---	---	---	---	---	---
" 1st mort.	---	---	---	---	---	---
Mariposa Mining Co.	8 1/2	8	---	---	---	---
" pref.	14 1/2	---	14 1/2	14	---	---
" 1st mort.	---	---	---	---	---	---
Michigan Central	109 1/2	109	109 1/2	111	111	---
" S. F. 5 p.c.'82	---	---	---	---	---	---
" conv. S.p.c.'69	---	---	---	---	---	---
M. S. and N. I.	86 1/2	87 1/2	87 1/2	88	87 1/2	---
" guar'd	---	---	---	---	---	---
" 1 M. S. F.	---	---	---	99	---	---
" 2 M.	92	93	---	---	---	---
Mil. and P. du Chien	---	103	103	103	---	---
" 1st pref.	---	100	100	100	---	---
" 2d pref.	---	9	---	---	---	---
" 1st M.	50	49 1/2	50	50	51 1/2	51
Milw. and St. Paul	60	64 1/2	64 1/2	65 1/2	63 1/2	65 1/2
" pref.	65 1/2	---	---	---	---	---
" 1st mort.	90	89 1/2	---	89 1/2	---	---
" 2d mort.	---	---	---	---	---	---
Missouri C.	99 1/2	100	100	98 1/2	100	---
" iss. to H. & St. J. R.	85	85	---	85	---	---
" Pacific.	100	100	---	---	---	---
Morris and Essex	---	---	---	---	---	---
" 1st mort.	97 1/2	---	97	---	97 1/2	---
" 2d mort.	---	86	---	---	86	---
New York Central	122 1/2	123 1/2	123 1/2	127 1/2	130 1/2	---
" 7s. S. F. '76	---	---	---	---	---	---
" 7s. conv. '76	---	---	---	---	---	---
" 6s. S. F. '83	92	---	---	---	---	---
" 6s. S. F. '87	---	---	---	---	---	---
N. York & Harlem	124 1/2	124	125	125	125	125
" pref.	123	---	---	---	---	---
" 1 M. 7 p.c.'73	---	---	---	---	---	---
" 3 M. 7 p.c.'67	---	---	---	---	---	---
N. Y. and N. Haven	135	135 1/2	---	137	---	---
North Carolina C.	---	---	---	---	---	---
" ex-coupon.	50	50	50	51	51 1/2	51 1/2
" new	---	50	50 1/2	---	51 1/2	---
Ohio & Miss. cer.	30	29 1/2	30 1/2	31 1/2	32 1/2	32 1/2
" pref.	70 1/2	---	70	70	---	---
Pacific Mail S. S. Co.	111	106 1/2	108	110 1/2	108 1/2	109 1/2
Panama	300	---	---	300	---	300
Phila. and Reading	92 1/2	92 1/2	93 1/2	93 1/2	94	93 1/2
Pitts. Ft. W. & Chicago	100 1/2	100 1/2	100 1/2	100 1/2	101 1/2	102
" 1 M.	---	---	---	---	---	---
" 2 M.	---	---	---	---	---	---
" 3 M.	---	---	---	---	---	---
Quicksilver Mining Co.	25 1/2	25 1/2	26 1/2	26 1/2	26	26
St. L., Alton & T. H.	---	---	---	---	---	---
" pref.	73	---	---	93	---	---
" 1 M.	---	---	---	---	---	---
" 2 M. pref.	85 1/2	---	---	---	86	---
" Inc.b'ds	---	80	---	---	---	---
Tennessee C. 1890	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2	63
" ex-coupon.	65	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2
" new	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2
Tol. Wab. & Western	45	---	44 1/2	45	45	45 1/2
" Pref.	---	---	---	---	66 1/2	---
" 1 M. ex.	---	---	---	---	92 1/2	---
" 2 M.	77 1/2	78	77 1/2	77 1/2	77 1/2	77 1/2
" Int.b'ds	---	---	---	---	---	---
VI-nia C.	---	---	---	---	---	---
" ex-coupon	---	---	---	---	---	---
" new	---	---	---	40	---	---

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 22.

Th 16. F 17 Sat 18. M 20. Tu 21. W 22

FEDERAL STOCKS:				
U. S. 5s, 1871, reg.	116	117	117	117
U. S. 5s, 1871, coup.	108	108	108	108
U. S. 5s, 1874, reg.	108	108	108	108
U. S. 5s, 1874, coup.	108	108	108	108
U. S. 5s, 1886, coup.	102	102	103	103
U. S. 5s, 10-40s, coup.	102	102	103	103
U. S. 5s, 1881, reg.	109	110	110	110
U. S. 5s, 1881, coup.	109	110	110	110
U. S. 6s, '81, O.W.L.Y.	109	110	110	110
U. S. 6s, 1881, " 47.	109	110	110	110
U. S. 6s, 1887, reg.	109	110	110	110
U. S. 6s, 1887, coup.	109	110	110	110
U. S. 6s, 5-20s, reg. '62.	109	110	110	110
U. S. 6s, 5-20s, c. '62.	109	110	110	110
U. S. 6s, 5-20s, c. '64.	107	107	107	107
U. S. 6s, 5-20s, c. '64.	107	107	107	107
U. S. 6s, 5-20s, c. '65.	109	109	109	109
U. S. 6s, 5-20s, r. n. '65.	109	109	109	109
U. S. 6s, 5-20s, c. n. '65.	109	109	109	109
U. S. 6s, 5-20s, r. n. '67.	109	109	109	109
U. S. 6s, 5-20s, c. n. '67.	109	109	109	109
7.30 Notes, 2d series.	106	106	106	106
" " 3d series.	106	106	106	106

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 21.

W 15 Th 16 F 17 Sat 18. M 20. Tu 21

Catawissa				
" preferrd	24	24	24	25
Camden & Amboy	130	130	130	130
" " 6s, '70.	84	84	84	84
" " 6s, '75.	84	84	84	84
" " 6s, '80.	84	84	84	84
" " 6s, '85.	84	84	84	84
" " mort. 6s, '89.	94	94	94	94
Del. Div. Canal	50	50	50	50
Elmira & Wmport.	50	50	50	50
" " pref.	50	50	50	50
" " 7s.	90	90	90	90
Lehigh Navigation	28	28	28	28
" " 6s, '84.	84	84	84	84
Lehigh Valley R. R.	50	50	50	50
" " 6s.	50	50	50	50
Little Schuylkill R. R.	30	30	30	30
" " 7s.	30	30	30	30
Minehill	40	40	40	40
Morris Canal	10	10	10	10
" " pref.	10	10	10	10
" " 6s, '75.	10	10	10	10
North Pennsylvania	30	30	30	30
" " 6s.	30	30	30	30
" " 10s.	30	30	30	30
Northern Central	50	50	50	50
Pennsylvania R. R.	50	50	50	50
" " 1st m.	50	50	50	50
" " 2d m.	50	50	50	50
Penn. State, 6s 1st series	104	104	104	104
" " 6s, 2d series	104	104	104	104
" " 6s, 3d series	104	104	104	104
" " 6s, W. L.	104	104	104	104
Philadelphia City, 6s	97	97	97	97
" " new 101	101	101	101	101
" " mune	101	101	101	101
Philad., Germ. & Nor.	40	40	40	40
Phila. & Reading	40	40	40	40
" " 6s, '80.	40	40	40	40
" " 6s, '70.	40	40	40	40
Philadelphia & Erie	29	29	29	29
" " 6s, '93	29	29	29	29
Philad. & Sunbury, 7s.	12	12	12	12
Schuylkill Navigation	12	12	12	12
" " pref.	12	12	12	12
" " 6s, '82	71	71	71	71
" " 6s, '76	71	71	71	71
" " 6s, '72	71	71	71	71
Susq. Canal	56	56	56	56
" " 6s, '78	56	56	56	56
Union Canal, pref.	56	56	56	56
" " 6s, '83	56	56	56	56
Wyoming Valley Canal	56	56	56	56
" " bonds	56	56	56	56
Hestonville, (Horse)	56	56	56	56
Chestnut & Wal.	56	56	56	56
Green & Coates,	56	56	56	56
2d and 3d streets,	56	56	56	56
Spruce & Pine,	25	25	25	25

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 21.

W 15 Th 16 F 17 Sat 18. M 20. Tu 21

Baltimore City 6s, 1875.				
" " 1886.	97	97	97	97
" " 1870.	97	97	97	97
" " 1890.	98	98	98	98
" " 1893.	94	94	94	94
Balt. and Ohio	125	125	125	125
" " b'ds, '62.	125	125	125	125
" " " '75.	99	99	99	99
" " " '80.	99	99	99	99
" " " '85.	99	99	99	99
Northern Central	84	84	84	84
" " b'ds, 1885.	84	84	84	84
" " " 1900.	84	84	84	84
City Passenger R. R.	84	84	84	84

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 22.

Th 16. F 17 Sat 18. M 20. Tu 21. W 22

Boston and Albany				
Boston and Lowell	137	137	137	137
Boston and Maine	132	132	132	132
Boston and Providence	132	132	132	132
Boston Hartford & Erie	14	14	15	15
Cheahire, pref.	62	62	62	62
Concord	72	72	72	72
Connecticut River	112	112	112	112
Eastern, Mass.	112	112	112	112
Fitchburg	125	125	125	125
Manchester & Lawrence	125	125	125	125
Michigan Central	109	109	109	109
Northern, N. H.	109	109	109	109
Ogdens, & Lake Champ	63	63	63	63
Old Colony & Newport	87	87	87	87
Ph. W. & Baltimore	54	54	54	54
Port'd, Saco & Ports.	102	102	102	102
Vermont & Canada	83	83	83	83
Vermont & Mass.	83	83	83	83
Broadway (Horse)	58	58	58	58
Cambridge	58	58	58	58
Metropolitan	58	58	58	58
Middlesex	58	58	58	58
Central Mining Co.	19	19	19	19
Copper Falls	10	10	10	10
Franklin	10	10	10	10
Huron	10	10	10	10
Isle Royale	10	10	10	10
National	10	10	10	10
Minnesota	10	10	10	10
Powabie	5	5	5	5
Pittsburg	21	21	21	21
Quincy	21	21	21	21
Rockland	1	1	1	1

London Stock Exchange.

The following were the closing prices for American Securities on Dec. 30th and Jan. 3d:

		Closing Prices.	
		Dec. 30.	Jan. 3.
United States, 5-20s, 6 per cent 1882.	72	72	72
Do. do. 6 do. 1884.	69	69	69
Do. do. 6 do. 1885.	70	70	70
Do. do. 6 do. 1886.	69	69	69
Virginia State, 5 per cent	48	48	48
Do. 6 per cent	30	30	30
Atl. & Gt. Western, N. Y. sec., 1st	45	45	45
mort., 1880, 7 per cent	45	45	45
Do. do. 2d mort., 1881	45	45	45
Do. Penn., 1st mort., 1877	45	45	45
Do. do. 2d mort., 1882	45	45	45
Do. consol. mort. bonds, 1890	18	18	18
Erie shares, \$100 (all paid) 8 p. c.	57	57	57
Do. convertible bonds, 6 p. c.	70	70	70
Do. 3d mort., 1883, 7 p. c.	62	62	62
Illinois Central, 6 p. c., 1875	88	88	88
Do. 7 p. c., 1875	88	88	88
Do. \$100 shares (all paid)	77	77	77
Marietta & Cin. R. R. bonds, 7 p. c.	65	65	65
Mich. Cen. convertible, 1889, 8 p. c.	68	68	68
Do. S. F. 1st mort., 8 p. c., 1882	67	67	67
New York Central \$100 shares	66	66	66
Panama R. R. 2d mort., 1872, 7 p. c.	104	104	104
Penn. R. R. bonds, 2d mort. con. 6 p. c.	92	92	92
Do. \$50 shares	81	81	81
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	81	81	81
Do. with option to be paid in Phil.	81	81	81

American Railroad Journal.

Saturday, January 25, 1868.

Stock Exchange and Money Market.

Money has been tending toward lower rates in the open market, since our last, under the influence of steadily accumulating supplies at this point, which are pressing on the market, especially for temporary employment. The banks and the Treasury office show a marked increase in their cash reserves; and private lenders report heavier balances as being at their disposal, without adequate channels of investment being available. Call loans have receded to 4@5 per cent. to the Government houses, and 5@6 per cent. to the Stock Exchange firms. Mercantile credits have been quoted at 6½@7½ per cent. per annum, with a free currency for all desirable grades of business paper, the offerings of which have been very moderate for the season. There has not been much animation in trade circles, and little aid has been called for, by other than the produce commission houses. The street demand

has been the main reliance of lenders; and this has not been equal to the absorption of the available supply of money, much of which is being invested directly in the public funds, leading to increased activity and buoyancy in this special line. The accumulations of country bank balances and local deposits, (the latter growing in a large measure out of the collection of January dividends,) have run up the general deposit line at bank, since the New Year, \$27,174,952. This is quite unprecedented at the beginning of the year, and the fact is not only significant of continued ease in the Money Market here, but of the absence of speculation and the great caution of the trade and banking movements of the interior of the country. The City Banks have not yet found employment for these accumulations beyond \$11,171,646. They hold, however, \$10,467,253 more gold and gold notes than at the beginning of the year, a large share of which sum belongs to depositors to be repaid in kind. The specie reserve of the city banks is now \$23,191,867, against \$15,365,207 same time last year. The city bank deposits are now \$205,888,143, against \$201,200,115 week ending Jan. 19, 1867. The legal tender reserve amounts to \$66,155,241, against \$63,235,386 same time last year. The circulation now stands at \$34,071,006, against \$32,854,928 same time last year. The loans are now \$256,033,928, against \$255,032,223 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$103,299,561 a day, against a daily average of \$88,980,754 the preceding week, and \$96,653,261 the week ending with Jan. 4, 1868. The current week's exchanges average about \$85,804,400 a day. The city banks, last week, gained \$2,402,125 of legal tender, \$11,052,618 in deposits, and \$3,969,011 of specie. They increased their loans, \$2,863,205; and reduced their circulation, \$23,181. The Philadelphia Bank movement the past week shows a increase in loans, of \$419,489; a decrease of \$179,642 in specie; a decrease in legal tenders of \$210,567; an increase of \$325,559 in deposits; and an increase of \$2,716 in circulation. The Bank Clearings show a decrease of \$2,761,888, and the balances, an increase of \$34,899.

National Bank notes to the amount of \$138,880 were issued last week, making the total issue to 1,673 banks thus far, \$906,849,961, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$5,893,805, leaving, with the existing 1,639 banks, (having an aggregate capital of \$424,394,861,) an actual circulation at this date, of \$299,566,296. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,150,950; and for the public deposits, \$37,767,950—making a total of \$378,918,900. The Treasury Department last week redeemed and destroyed \$349,400 of worn and mutilated fractional currency, and issued \$374,736 of new.

The U. S. Sub-Treasury receipts, week ending with Jan. 18, were \$18,437,115, including \$1,582,134 from customs duties; payments, \$11,094,740, including \$2,461,000 of coin interest; balance at the close of the week, \$105,167,454, against \$97,825,079, at the close of the preceding week.

showing an increase of \$7,842,375. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$2,770,100 including \$389,716 from customs; and payments, \$2,490,781; on Tuesday, receipts, \$1,394,814 including \$211,607 from customs, and payments, \$1,193,497. The balance at the close of business on Tuesday stood at \$105,640,197, against \$98,917,216 a week previous; and \$98,917,216 on Jan. 7, 1868.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to Jan. 11, was \$245,369,740; aggregate redemptions, \$209,565,000; leaving outstanding certificates to the amount of \$35,804,740.

Government revenues have been less extensive, since our last. The excises have been much less prolific. The customs yield has been moderate. The excises, last week, yielded \$2,178,000, against \$7,744,807, the preceding week; customs at the port of New York \$1,532,134, and at the outports, about \$511,000 (in coin) more, making the grand total income for the week equal about \$5,088,388 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were \$265,920,474, against \$310,906,984 the preceding fiscal year; and \$211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about \$113,500,000.

Government received \$7,594,894 from customs, through the port of San Francisco, from Jan. 1, to Dec. 18, 1867.

Gold has been in much less active speculative demand, since our last, and there has been decidedly less buoyancy in the market. The extremes of the week have been 138½ and 140½, and the latest quotation on Wednesday of the current week was 139½. The export demand has practically ceased for the present. No specie was shipped by Wednesday's steamers; while \$958,616 in California treasure were received by the *Arizona*, on that day, from Aspinwall. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$204,139, against \$91,773 same time last year. The customs demand for Gold last week, averaged \$255,356 a day; thus far, this week, it has been equal to \$275,861 a day, or equal to a weekly aggregate of \$1,653,966. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$17,981, and from California, \$958,616. The total customs revenue of the Government, in coin, at this port, during the calendar year of 1867, was \$116,958,654, against \$130,222,092 same time in the preceding calendar year. The customs revenue, at the port, thus far, in the current fiscal year, commencing with July 1, 1867, has been \$60,467,133, against \$68,011,505 same time in the preceding fiscal year. The total receipts of California gold at this port in 1867, was \$27,077,556, against \$42,740,913 in 1866, showing a decrease in 1867, of \$15,663,357. The receipts of California gold, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been \$17,413,018 against \$26,027,398 same time in the preceding fiscal year, showing a decrease of \$8,614,380 in 1867-'68. The exports of specie from this port, last week, were \$378,531, against \$166,702 same week last

year. The exports of specie, hence, since July 1, 1867, have been \$33,498,217, against \$18,643,312 same time in 1866-'7. The total outflow of specie from the port, in 1867, was \$51,841,678, against \$62,553,700 in 1866. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$2,461,000, and since July 1, 1867, \$44,530,019, against \$32,436,463 same time in 1866-'7. The total coin interest disbursements through the Government office, in 1867, was \$61,871,348, against \$48,680,377 in 1866. The specie exports from San Francisco, from Jan. 1, to Dec. 18, 1867, reached \$40,656,910, against \$43,669,753 same time in 1866, showing a decrease, in 1867, of \$3,012,843.

A comparatively limited call has been experienced, during the week, for foreign exchange, which has been rather pressed on the market by other than the leading drawers, and which has been depressed in price. Bankers' 60 day bills on London closed on Wednesday at 109½@109½, and on Paris to 5.17½@5.16; sight bills on London to 109½@110, and on Paris to 5.15@5.13½. The offering of produce bills have been rather lighter, this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,678,601, against \$2,724,291 same week last year; total, since July 1, 1867, \$101,233,766, against \$105,289,210 same time in 1866-'67. The total value of exports of produce and merchandise in 1867, was \$189,688,044, against \$192,329,554 in 1866.

Government securities opened tamely at barely steady rates, but closed quite briskly, under a decided increase of the investment demand, at much firmer, and rising prices. The unusual ease in Money has had the effect of stimulating purchases of all classes of the funded obligations particularly the coin bearing bonds, which have been offered rather sparingly in the open market, as the leading holders have been anticipating a further material improvement in values. There has been a fair export call for the Five-Twenties of 1862, and 1865, May and November coupons; and some speculative inquiry at the close for nearly all the six per cent. bonds. The market wound up strong and buoyant.

U. S. sixes of 1881 closed here on Wednesday at 110½@110½; U. S. Five-twenties of 1862, 110½@110½; U. S. Five-twenties of 1864 at 108@108½; U. S. Five-twenties of 1865 at 109@109½; U. S. Five-twenties of 1865, consolidated, 106½@106½; U. S. Five-twenties of 1867, 106½@106½; U. S. Ten-forties at 103¼@103¾, and U. S. Seven-thirties at 106½@106¾. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ½@¾ of 1 per cent. on these figures:

May, 1865 117½ | September, 1865... 116
August, 1865 116½ | October, 1865.... 115½
U. S. three per cent. certificates 100½

Railway and miscellaneous share property has been more active, and as a rule, more buoyant in price, though frequent fluctuations have been occasioned under the realizing process. The later dealings indicated considerable steadiness, with a tendency to a further appreciation of values, especially in the instance of the speculative favorites of the railway list.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 8.	Jan. 15.	Dec. 22.
Consols	92¼	92½	92½
U. S. 5-20's of 1862....	71¼	71¼	71¼
Erie	48¾	48	48¾
Ill. Central.....	88½	*84¾	85½

* Ex-dividend.

General business has been without notable activity in the leading lines. Breadstuffs have been rather more firmly held, on a moderate trade. Provisions have been in less active demand; Pork has declined in price, closing heavily. Cotton has been more active, but extremely variable in price, closing rather buoyantly at 17@17¼ cents for middling uplands, per lb. The stock of cotton now here is estimated at about 55,000 bales. The receipts at the port this week, have averaged about 4,000 bales a day. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,564,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 1,039,000 bales, against 897,000 bales same time last year; exports, same time, 575,000 bales, against 397,000 bales same time last year; stock on hand at latest dates, 345,000 bales, against 535,000 bales same date last year. Beeswax have been less active this week, and a shade easier in price, the range having been from 11@19; receipts, 5,760. Veal calves in fair request, at 9@13½c.; receipts, 479. Sheep and lambs active, the former bringing from 4@7¾, and the latter from 5@7¾; receipts, 27,415. Swine have been in good demand at from 7¾@7¾, per lb., all live weight; receipts, 14,963. In foreign merchandise a livelier business has been noted in groceries at steady rates; but otherwise, very little increase has occurred in the volume of trade. A little more movement has been reported in desirable styles of dry goods especially in domestic cottons, which have been quoted rather stronger in price. Domestic woollens and most kinds of foreign goods show little change in values, none to the advantage of sellers. The total imports of foreign dry goods, last week, were \$1,541,326, and the total amount marketed \$1,251,885. The value of foreign merchandise imported last week, was \$2,046,165—making the grand total specie value of last week's imports of dry goods and merchandise, \$3,587,491, against \$4,229,355, same week last year; total since July 1, 1867, \$124,460,945, against \$150,270,908 same time in 1866-'67. The aggregate for the year 1867, was \$242,478,575 against \$277,043,050 in 1866. The ocean freight market has been less active, owing to the extreme scarcity of room; rates have been firm and buoyant. For Liverpool we quote flour at 3s.@3s. 3d. per bbl.; grain at 9d.@10d. per bushel; cotton at ¾@¾d. per lb.; and heavy goods at 27s. 6d.@40s. per ton, all by sailing vessel. Total number of vessels in port on Wednesday 469.

The New York exports, exclusive of specie, for the week ending Jan. 21, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	\$2,724,291	\$3,678,601
Prev. reported.....	7,793,282	6,412,780

Since January 1..... \$10,697,573 \$10,091,381

The New York imports for the week compare as follows:

	1867.	1868.
Dry goods	\$2,221,003	\$1,541,328
Gen. merchandise	2,008,352	2,046,165
Total for the week.....	\$4,229,355	\$3,587,491
Previously reported....	7,062,192	3,456,063

Since January 1.....\$11,291,547 \$7,043,554

The balance in the Sub-Treasury on Wednesday was \$104,566,477 81.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon bonds 1879, 99; N. Y. State 7s Bounty Loan, coupon, 106½; do., reg., 106½; Ohio 6s, 1870, 99; Connecticut W. L., 99; Georgia 7s, 81; Great Western R. R., 1st mort., 1868, 100; do., 1888, 83; do., 2d mort., 71; New York and New Haven 6s, 96; Toledo and Wabash Equipment bonds, 66; Toledo, Peoria and Warsaw 1st mort., 79½; Chicago and Northwestern Interest bonds, 85½; Cleveland and Toledo 7s, 1886, 93; Galena and Chicago 1st mort., 101½; do., 2d mort., 97½; Ohio and Mississippi 1st mort., 88; Long Dock bonds, 97; Buffalo, New York and Erie 2d mort., 87; Long Island R. R., 40; Hannibal and St. Joseph, 59; do., pref., 70½; Cleveland, Painesville and Ash-tabula, 104¾; New Jersey Central 116; New Jersey R. R., ex-div., 130; Stonington, 84; Adams' Express, 78½; Merchants' Union Exp., 88; Wells-Fargo Express, 46½; Am. Exp., 75; U. S. Express, 78¼; Boston Water Power Co., 20½; Central Coal, 40; American Coal, 50; Cameron Coal, 5; Western Union Telegraph, 38½; do., 7s, 80; Bank of Commerce, 115½; Metropolitan Bank, 126; Shoe and Leather Bank, 109½; Manuf. and Mech. Bank, 100; Park Bank, 142½; Bank of North America, 104; Bank of America, 136; Fourth National Bank, 103; Ninth National Bank, 103½; Central National Bank, 103; Importers' and Traders' Bank, 116; Ocean Bank, 101; Alameda Silver, 0.90; American Flag, 0.55; Benton Gold, 0.35; Black Hawk Gold, 5.00; Consol. Gregory Gold, 5.35; Corydon, 0.35; Davidson Copper, 0.45; Edgehill Mining, 3.85; Gunnell Gold, 1.10; La Crosse Gold, 0.44; Montana Gold, 0.38; Midas Silver, 0.80; Manhattan, 150.00; Nye Gold, 0.03; New York Gold, 1.05; Obpir Gold, 0.02; Quartz Hill Gold, 1.20; Rocky Mt., 0.31; Smith and Parmalee, 3.00; Texas, 0.05; Wallkill Lead, 0.56; Pit Hole Creek, petroleum, 1.30; United States, 2.50; Bennehoff Run, 2.05; Buchanan Farm, 0.33.

Philadelphia.—Allegheny County 6s, 73; West Jersey R. R. 6s, 85; Warren and Franklin 7s, 77½; Union R. R., 6s, 90; Harrisburg and Lancaster R. R., 52¾; 5th and 6th streets R. R., 50; 13th and 15th streets R. R., 18½; Lehigh Coal and Navigation 6s, gold loan, 90¾; Schuyl-kill Navigation Boat Loan, 78; St. Nicholas Coal, 0.56; Green Mt., 3; N. Y. and Middle Coal Fields, 3¼; Shamokin Coal, 3¼; Hazleton Coal, 48¼; Big Mt. Coal, 4¼; Ocean Oil, 3.44; Manufacturers Bank, 31½; Farmers' and Mechanics' Bank, 84; Bank Northern Liberties, 106; Philadelphia Bank, 160; Mechanics' Bank, 31. The latest quotations are: City 6s, 97¼@97½; do., free of tax, 101½@101¾; State 5s, reg., 95@—; do., coupon, 96@98; do., 6s, W. L., 103@108½; Reading,

46½@46¾; do., 6s, 1870, 97@97½; do., bonds, 90@—; Camden and Amboy, 124@125; do., mort. 6s, 1889, 95@95½; do., 1883, 90@90¾; Penn. R. R., 53¼@53½; do., 1st mort., 98½@98¾; do., 2d mort., 94¼@95; Little Schuyl-kill R. R., 29½@30½; Morris Canal, 80@85; do., pref., 85@90; do., bonds, 92@93; Wyoming Valley Canal, 28@36; do., 6s, 75@80; Susquehanna Canal, 12¼@12½; do., 6s, 56@57; Sch. Nav., 11@13; do., pref., 22@23; do., 6s, 1882, 70@71; Union Canal bonds, 15@17; Delaware Div. Canal, 51½@52½; do., bonds, 80@85; Elmira and Williamsport, 30@32; do., pref., 40@45; do., 7s, 1873, 90½@91; do., 5s, 59@62; Lehigh Coal and Navigation, 28½@29; do., bonds, 1884, 84¼@85; North Pennsylvania, 30½@33¼; do., 6s, 88@88¼; Philadelphia and Erie, 27¾@27½; do., 6s, 94@94; Minehill, 56½@57; Catawissa, 8@13; do., pref., 24¼@25¼; Lehigh Valley, 50½@50¾; do., bonds, 93@92½; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 72@73; West Philadelphia, 64@66; Spruce and Pine, 25@25½; Green and Coates, 27½@30; Chestnut and Walnut, 43½@46¾; Thirteenth and Fifteenth, 17½@18; Girard College, 2628; Tenth and Eleventh, 64½@65½; Union, 36½@37½; Hestonville, 10¾@11½.

Boston.—Boston, Hartford and Erie 7s, 61; do., new issue, 44; New York and Boston Air Line 6s, 48½; Vermont Central and Vermont and Canada 8s, 1877, 102; Eastern R. R. 6s, 1885, 95½; Vermont Central 1st mort., consolidated, 68; Rutland 1st mort., 139; Old Colony and Newport 7s, 1877, 101; do., 6s, 1875, 95; Salem and Lowell 6s, 1878, 82; Ogdensburg and Lake Champlain pref., 101; Vermont Central, old, 75c.; Sandusky and Cincinnati pref., 33½; Granite Railway, 50; Indianapolis and Cincinnati, 32¾; Union Railway, 85½; Conn. and Pass. Rivers, R. R., 80¾; Boston Water Power Co., 21; Boston and Roxbury Mill Co., 38¾; Cary Land Co., 7¼; Waverly Land Co., 1½; Ophir (N. S.) gold, 1.55; Connecticut 6s, 1881, 99¼; Massachusetts 5s, 1894, gold, 105½; do., 6s, currency, 104; Maine 6s, 1889, 99; Cook Co., Ills. 7s, 95; Brooklyn 6s, 1881, 94½; Roxbury 6s, 1873, 102; St. Louis 6s, municipal, 82½; do., 6s, 1887, gold, 95; Chicago 7s, municipal, 95½; do., sewerage, 96; do., W. L., 95; do., Tunnel bonds, 94¾; Portland 6s, 1877, 95; do., municipal, 94; do., 1887, 90¼; Bath 6s, 1891, 90¾; do., 1887, 91¼; Cambridge 6s, 1893, gold, 103½; Augusta 6s, 1870, 94¼; Boston 6s, currency, 1877, 103½; do., 6s, 1876, gold, endorsed, 107¾; do., 1883, 106½; National Bank of Redemption, 111; Suffolk National Bank, 114½; Merchants' National Bank, 118¼; Maverick National Bank, 111½; Eagle National Bank, 118¼; Atlas National Bank, 112½; State National Bank, 103¾; North National Bank, 114; Allouez Mining Co., 2; Hecla, 30; St. Clair, 1¾.

Baltimore.—Western Maryland bonds, 71; do., endorsed, 92; Marietta and Cincinnati 1st mort., 90; Central Ohio R. R., 31¾; Virginia 6s, old, 36½; do., 1867, 36; Baltimore 5 per cents, 79½; Bare Hill Mining Co., 0.40; Gardner Hill, 1.00; Mineral Hill, 0.25; Atlantic Coal, 0.74; George's Creek, 61; Union Bank, 59¼; Bank of Baltimore, 108; Commercial and Farmers' Bank, 41¼; Mechanics' Bank, 10½; Franklin Bank, 13¼. The latest quotations are: Balt. and Ohio, 124¾@125; do., 6s, 1875, 96@96½; do., 1880, 96

@96½; do., 1885, 98½@—; Northern Central, 43½@43¾; do., bonds, 1885, 85½@85¾; do., 1900, 84@85; N. W. Va., 17½@18; do., 1st mort., 92@93; do., 2d mort., 91@—; do., 3d mort., 1873, 90@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 89¾@90; do., 2d mort., 54¼@55; Central Ohio, 31½@32; do., 1st mort., 86@89; Western Md. 6s, 1890, 71@71; do., guar., 91@92; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100¼@101½; do., 1890, 100@100¾; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 93@93½; do., 1886, 97@97; do., 1890, 98½@98¾; do., coupon, 100@—; do., Park, 98@98¾; do., 1893, 93@94; do., 5s, 1888-70, 79½@80; City Passenger R. R., 18½@19½; Canton Co., 53¼@53¾; Gardner, 1.00@1.00; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 55@55; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.35@0.45; Atlantic Coal, 0.72@0.74; Mineral Hill, 0.25@0.28; Baltimore Coal, 290@—.

Flint and Pere Marquette Railroad.

Gov. Crapo, of Michigan, has officially examined and approved the second twenty-mile section completed of the Flint and Pere Marquette Railroad. The road alluded to runs in air line west from Flint in Michigan to Pere Marquette on the eastern shore of Lake Michigan, and directly opposite Manitowoc. It is proposed to run a line of boats from Manitowoc to Pere Marquette, on a similar plan to those of Milwaukee and Grand Haven.

Cedar Falls and Minnesota Railroad.

This company is building a road from the Iowa Division of the Illinois Central, commencing at Cedar Falls, 100 miles west of Dubuque, and running in the direction of Austin, Minn., which is distant 114 miles from the Falls, and is constructed and in operation to Waverly, and the work is progressing. The company belongs to St. Louis and the design is to extend it eventually south to that city.

A thousand men are to be set at work at once on the railroad running westward from Memphis to Little Rock, Arkansas. By next January it is thought that Memphis will be in railroad connection with a vast and fertile region heretofore inaccessible save during high water on the rivers penetrating Arkansas.

It is stated in the Wilmington Commercial that Mr. Wood, the contractor of the Dorchester railroad, connecting Seaford, Del., with Baltimore, is pushing on the work rapidly. He will have the grading done to the State line by the 1st of February, and the entire road finished by the 15th of July.

The Tribune says that a railroad is to be built from Paterson to Pompton, connecting with the Erie or Paterson and Newark Road, and touching Little Falls. Its estimated cost is \$250,000. Contractors promise to complete the road in one year, and \$40,000 is already pledged in Pompton.

The Pacific Railroad Commissioners left Atchison on the 14th inst., to inspect the last section of the first hundred miles of the Atchison branch Pacific Railroad.

H. P. CLOUGH has been appointed Superintendent of the Atlantic and Great Western Railway.

Railroad Earnings.—Weekly.

The earnings of the Atlantic and Great Western Railway for the second week in Jan., 1868, were.....\$98,170 00
Corresponding week previous year.... 92,056 00

Increase.....\$6,114 00

The earnings of the Chicago and Rock Island Railroad for the second week in January, 1868, were.....\$68,100 00
Corresponding week of previous year.... 66,760 00

Decrease.....\$660 00

The earnings of the Chicago and Northwestern Railroad for 2d week in Jan., 1868...\$159,993 37
Corresponding week previous year.. 173,444 66

Decrease.....\$13,451 29

The earnings of the Detroit and Milwaukee Railroad for the week ending January 16, 1868, were.....\$19,964 00
Corresponding week of 1867..... 22,168 00

Decrease.....\$2,204 00

The earnings of the Western Union Railroad for the 2d week in Jan., 1868.....\$9,256 57
Corresponding week previous year.... 9,903 69

Decrease.....\$647 12

The earnings of the Michigan Central Railroad for the 2d week in Jan., 1868, were ..\$72,044 47
Corresponding week of previous year.. 71,133 76

Increase.....\$910 71

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Jan., 1868, were.....\$83,790 00
Corresponding week of 1867..... 70,136 00

Increase.....\$13,654 00

The earnings of the Chicago and Alton Railroad for the second week in January, 1868, were.....\$59,752 22
Corresponding period previous year.. 65,911 57

Decrease.....\$6,159 35

The earnings of the Toledo, Wabash and Western Railroad for the 2d week of Jan., 1868, were.....\$64,925 20
Same week in 1867..... 59,133 31

Increase.....\$5,791 89

United States Patent Office.

From the annual report of the Commissioner of Patents it appears that the number of applications for patents during the year was 21,276. Of these 18,651 were from citizens of the United States, and the remainder from citizens of other countries. The receipts for the year are \$616,581, and the expenses \$639,263. The Patent Office fund at the close of the year amounted to \$271,444. The Commissioner says the business of his office has greatly increased during the year, and it is likely to be much larger the present year.

Lake Erie Wine Product.

The Sandusky Register gives the following estimate of the product of wine in the Lake Erie Region during 1867, which, it says, can be relied on as very nearly accurate, excepting perhaps that of the Peninsula and Catawba Island, which may not be quite correct:

	Gallons.
Sandusky City.....	125,000
Main Shore, Erie County, outside of city.....	25,000
Peninsula and Catawba Island.....	80,000
Kelly's Island.....	105,000
Put-in-Bay and other Islands.....	65,000
Total.....	400,000

Journal of Railroad Law.

COMMON CARRIERS LIABLE FOR DAMAGE OCCASIONED BY BROKEN RAILS.

The case of *McPadden vs. The New York Central Railroad Company* was brought by the plaintiff to recover for an injury sustained by him, while a passenger on the cars of the defendant. The facts were as follows: On the 5th of January, 1864, the plaintiff took passage on the cars at Rochester for Knowlesville, in this State. At Brockport the train stopped, and there met the other train going east. The train was a few minutes behind time. About half a mile west of Brockport the train on which the plaintiff was riding ran off the track. The passenger coach was overturned and the plaintiff was thereby severely injured. When the accident occurred, the train was moving at a moderate rate. The speed of the cars going east was about twenty-five or thirty miles an hour. A broken rail was the cause of the disaster. A piece of the rail about four feet in length, was broken in several pieces. The iron was apparently good and sound. Before the train from the west came down, an employee of the road had inspected the track, but there was no inspection after that train had passed. It was a cold, snowy morning. The accident occurred about six o'clock. The witnesses of the plaintiff swore that the truck of the locomotive was off the track. The defendant's witnesses testified that the hind wheels of the baggage car were the first off the track.

The counsel for the defendant moved for a non-suit, on the ground that there was no proof of negligence or omission of duty, but clear evidence that every precaution to ensure safety to passengers had been taken by the defendant. The plaintiff's counsel, on the other hand, asked to go to the jury upon the question, whether the rail was broken before the train going west, upon which the plaintiff was, came upon it. The Court refused permission so to do, and the counsel for the plaintiff excepted. The Court then on motion of the counsel for the defendant, non-suited the plaintiff, and the counsel for the plaintiff excepted.

The Court directed a stay of proceedings to make a case, and ordered the exceptions to be heard in the first instance at the general term.

By the Court, JOHNSON, J.—The plaintiff was improperly non-suited. His counsel asked permission to go the jury upon the question, whether the iron rail was not broken before the train on which the plaintiff was a passenger came upon it. The cause of the accident and the injury to the plaintiff was a broken rail, which threw the car in which the plaintiff was riding from the track, while the train was running at a speed of from twenty to twenty-five miles per hour. It appears from the evidence, that the express train from the west had passed over the place where the rail was broken only a short time previous, and that there had been no examination of the track between that time and the time of the accident in question. It was therefore clearly a question for the jury to determine, whether the broken rail was in a sound condition at the time the train in which the plaintiff was riding came upon it. It is claimed by the defendant's counsel, that all the evidence shows, that the rail was then in a safe condition, and that it broke under

the train in which the plaintiff was riding. The most that can fairly be claimed is, that the evidence tended to establish this. It does not prove it exclusively, and it should have been left to the jury to draw the inference. The rule is now established in this State, that a common carrier of persons is bound to provide road-worthy vehicles, irrespective of any question of negligence. (*Alden vs. The New York Central R. R. Co.*, 26 N. Y. Rep., 102.) This is a simple, plain and eminently sensible rule, and it should be applied in all cases falling clearly within the principle. The same principle would require the carrier who furnishes his own road, and has secured to him the exclusive possession and control of it, to provide a vehicle-worthy road. That is, a road adapted to the safe passage of the vehicle used over it—a road of continuous unbroken rails for each and every train to enter upon in its passage over the road. Strictly speaking, the rail is no part of the vehicle, though in some sense it may be said to be so. But however, this may be, the rail is clearly a part of the machinery by which the vehicle is operated, and falls directly within the principle. The learned Judge erred therefor, at the Circuit, in refusing to allow the plaintiff to go to the jury on the question, whether the rail was not broken before the train on which he was riding came upon it. There must consequently be a new trial, with costs to abide the event.

(Monroe General Term, March 5, 1866, Welles, E. D. Smith and Johnson, Justices.)

Imports of Merchandise.

We give below from the *Journal of Commerce*, a table showing the comparative imports of a few leading articles of general merchandise at New York, from foreign ports for the years 1866 and 1867:

	1866.	1867.
Books.....	\$851,583	\$929,167
Buttons.....	1,389,383	1,557,005
Cheese.....	188,841	218,489
Chinaware.....	965,259	656,717
Cigars.....	1,261,918	493,350
Coal.....	553,293	547,699
Coffee.....	12,808,788	14,433,119
Cotton.....	157,113	76,865
Earthenware.....	2,148,619	2,230,305
Furs.....	2,600,378	2,251,629
Glass plate.....	1,090,674	944,289
India rubber.....	1,681,844	2,400,349
Indigo.....	441,071	487,979
Leather & dressed skins	4,735,340	4,493,680
Undressed do.....	7,745,216	9,132,298
Liquors—		
Brandy.....	720,123	350,512
Metals—		
Copper.....	665,309	54,144
Iron, bars.....	2,200,949	2,436,417
Iron, pig.....	879,733	1,024,228
Iron R. R.....	1,492,533	2,149,685
Iron, sheet.....	606,948	634,467
Lead.....	2,485,840	2,217,311
Spelter.....	452,792	175,322
Steel.....	2,949,449	3,248,602
Tin and tin plates.....	6,823,145	5,794,094
Zinc.....	611,436	206,146
Miscellaneous—		
Molasses.....	3,616,165	3,939,006
Rags.....	1,398,925	1,354,432
Salt.....	403,656	429,055
Saltpetre.....	165,565	79,451
Sugar.....	21,581,117	18,845,192
Tea.....	8,085,899	10,507,346
Watches.....	2,387,765	1,999,869
Wines.....	3,830,959	2,468,466
Wool and waste.....	5,780,124	3,421,784

Memphis and Little Rock Railroad.

The work of constructing the Memphis Little Rock railroad is to be prosecuted with the utmost vigor during the present winter, under the superintendence of the recently elected directors, and the president of the road, R. C. Brinkley, Esq. The sub-contractors for building the road, Mr. D. C. Sarvin, of St. Joseph, Mo., and Mr. Jackson Sickles, of New York, under the contract of Mr. Willis Gaylord, of New York, are at present in the city, making arrangements to employ one thousand men, in order to commence the work of construction without loss of time. It is proposed that five hundred men will commence at Madison, and work west, and an equal number of men at Devalls Bluff, about the 1st of January. The contract price is \$2,200,000 in the company's stock, the work to be finished within fifteen months. The contractors are active, intelligent gentlemen, and are determined that the work shall be brought to a successful completion within the time specified in the contract. It will be a gala day in Memphis when the opening of the Memphis and Little Rock Railroad takes place, and all citizens will be glad to learn from time to time of the satisfactory progress of the work.—*Memphis Bulletin.*

Pittsburg, Columbus and Cincinnati R. R.

The Steubenville *Herald* says that this Railroad, under its present management, is fast taking its place among the front rank of railroad corporations, and for months past it has been taxed to the utmost of its carrying capacity. To such an extent has been the case, between Steubenville and Pittsburg, that the company have been obliged to make arrangements for a double track on that part of their road, and the prosecution of this work is being vigorously enforced. New cars, with all modern safety improvements, are being daily added to the road, and recently six new and powerful engines, said to be among the finest in the country, have been added to its material. The business of the road is growing daily, and increased facilities are being extended to passengers and freight carriers.

Western Union Telegraph.

The capital of this company is \$40,350,400. The assets and liabilities Jan. 1, 1868, were as follows:

Surplus on hand	\$264,944 79
Assets—Telegraph stocks productive.	49,870 00
Real estate	142,800 00
Due from Railroad and Telegraph Companies	187,048 50
Due from Government and Press	31,744 20
Due from Offices and Superintendents	140,417 42
Bills receivable	62,141 55

Total

Liabilities—Due on Dividends and Interest account	\$75,818 56
Railroad and Telegraph Companies	152,205 87
Loan account	131,821 58
Internal Revenue	16,938 98
Offices and Superintendents	5,451 54

—\$382,231 58

Balance profits on hand

It is announced at the West that negotiations have been completed for building the Denver Branch of the Union Pacific Railroad the present year. The territory of Colorado furnishes \$500,000 in cash, and the Union Pacific Company the residue. The line will be built from Cheyenne as the initial point to Denver.

A. H. Hoxie has been appointed Assistant Superintendent of the Union Pacific Railroad.

Boston, Hartford and Erie Railroad.

Seven hundred men are now at work on this road, and the force will be increased daily, probably reaching 1,000 during the month, and still more as the season advances. This portion of the road will be completed by June 1, 1869, and will form a connecting link which will give uninterrupted communication on the Boston, Hartford and Erie road between Boston and Waterbury, Connecticut, a point but 75 miles from Fishkill, the western terminus of the road. The road between Waterbury and Fishkill is also under contract, and preparations are making to prosecute it with vigor. When completed, the Boston, Hartford and Erie corporation will have a road commencing at the foot of Summer street in Boston, thence through Blackstone, Thompson, Putnam, Willimantic, Hartford and Waterbury, to the Erie Railway at Newburg, on the Hudson River; a branch from Providence to Willimantic; also from Thompson to Southbridge; also a line from Brookline through Woonsocket, Pascoag, Putnam, Willimantic and Middletown, to New Haven—in all 425 miles of road, 235 miles of which is already constructed. The character of the country through which this road runs, comprising many large manufacturing towns, would seem to ensure a large and profitable local business, while its important connection with the Erie Railway must secure an amount of through traffic of no mean proportions.—*Boston Advertiser.*

Arrivals and Tonnage of Vessels at Quebec.

The arrivals and tonnage of vessels at Quebec during 1867, were as follows:

	Vessels.	Tons.
British	696	474,296
American	2	1,659
Norwegian	99	57,483
Prussian	10	4,900
French	3	1,132
Portuguese	4	1,105
Hamburg	4	3,114
Bremen	7	4,734
Lubeck	1	535
Total in 1867	826	548,958
" 1866	1,025	605,227
" 1865	1,021	646,115
" 1864	1,098	624,026
" 1863	1,401	742,481

The average of the five years, 1863 to 1867, was 1,096 vessels, and the average tons, 614,157.

The Annamessic Company have made a survey of a direct line for a railroad from Plymouth to Wilmington, N. C., and have commenced the Dismal Swamp Canal. This line, just touches the town of Washington, N. C., and will cross the Annamessic and North Carolina Railroad between Kinston and Newbern.

A meeting in reference to the proposed railroad between Lebanon and Pinegrove, Penn., was recently held in Lebanon. Committees to obtain further information on the subject, and to correspond with leading citizens of Schuylkill County in regard to the proposed enterprise, were appointed.

The Milwaukee *Wisconsin* says that Oconto and Menominee are extensively agitating the subject of extending the Chicago and Northwestern Railroad down the bay shore on its way to Escanaba; and that Oconto County offers to give bonds for all that the company asks.

The contracts have been awarded for grading the Baltimore and Potomac Railroad, and large parties of workmen, under competent engineers, are rapidly pushing on the work on the sections between Marlboro' and Millersville, and also on the branch road to Washington.

New Maryland and Dt. of Columbia Railroad Bill.

A bill has been introduced into the House of Representatives, "to authorize the building of a railroad from Washington city, to connect with the Northern Central Railroad at or near the State line between Pennsylvania and Maryland." It is proposed to run the road by Brookville and Owings's Mills. The capital stock is to be \$2,000,000, in forty thousand shares, at \$50 per share, ten per cent. to be paid in when subscribed. The company to fully organize when \$250,000 are subscribed and the ten per cent. paid in. The gauge of the road will be the same as that of the Northern Central; to be built of American iron, and completed in four years from the election of the directors; which election is to be held when \$250,000 of the stock is subscribed for.

Eldora Railroad and Coal Co.

This road branches from the Iowa Division of the Illinois Central road, near Ackley, 133 miles from Dubuque, and runs in a southerly direction, via Steamboat Rock to Eldora, a distance of 18 miles, when it reaches the coal regions that are owned by the company. The main object of this road is to convey this coal to where it can reach a market. The coal is said to be in quality next to the best found in the West; is in unlimited supply and easy of access, being of surface formation. Thirteen miles of this road are now in operation, and the remaining five miles are ready for the iron. The company was organized in 1867, with a capital of \$600,000. C. C. Gilman is President; J. M. McKinley, Secretary; and J. K. Graves, Treasurer.

Chicago and Great Eastern Railroad.

At the annual meeting of the stockholders of this road recently held in Chicago, the following gentlemen were elected directors, viz: W. D. Judson, James E. Young, Amos Tenney, Henry Morgan, James W. Elwell, Lawrence Wells and James D. Fish. It was voted to consolidate the Chicago and Great Eastern Railroad with the Columbus and Indiana Central, which runs from Columbus, Ohio, to Indianapolis, Indiana via Richmond, the terminus of the Chicago and Great Eastern Railroad, and has a branch partly built from Union through Logansport to the Illinois and Indiana State line.

The firm of Hall, Washburn & Co., manufacturers of machinery of all kinds, and dealers in Railway and Steamship Supplies, was dissolved on the 20th Nov. last. M. B. WASHBURN, having purchased the entire interest of the above firm, will continue the business at 137, 139 and 141 Elm st., N. Y., where all orders will receive prompt attention.

The Great Russian has decided on laying down a second line of rails between Moscow and Nijni-Novgorod, a distance of 176 verstes. It appears that the rough receipts on this division of the Great Russian system now exceed 9,000 roubles per verste; and this limit having been attained, the statutes require that the line is to be doubled. And doubled it will be accordingly.

A railroad is in contemplation from Delmar to Nanticoke Point, at the mouth of that river. The new road will, if built, run through and open up the western part of Wicomico and Somerset counties, along the Chesapeake Bay.

At the recent annual meeting of the Philadelphia, Wilmington and Baltimore Railroad company, the following named gentlemen were elected directors: Isaac Hinkley, Samuel M. Felton, Wm. Sellers, Samuel Welch, John A. Duncan, Jesse Lane, Joseph Bringham, Frederick A. Curtis, J. I. Cohen, Jr., Thomas Kelso, Columbus O'Donnell, Enoch Pratt, Thomas Donaldson, Jacob Tome and Nathaniel Thayer. The board was subsequently organized by the election of Isaac Hinkley president, Enoch Pratt vice president, and Alfred Horner secretary and treasurer.

The directors of the Lackawanna and Bloomsburg Railroad, recently elected are as follows: James Archibald, John C. Phelps, Moses Taylor, John J. Blair, John Brisbin, Joseph H. Scranton, A. H. Reynolds, Samuel Hoyt, Thos. F. Atherton, Payne Pettibone, D. G. Driesbock, and W. R. Storrs. President, James Archibald; Vice-President, John C. Phelps.

The total receipts of the railways of Italy amounted in the first half of 1867 to 1,334,480L—viz., Upper Italy, 969,440L; Roman, 292,120L; South Italian, 160,760L; and Victor-Emmanuel and Calabro-Sicilian, 22,272L. The receipts of the telegraph in the first nine months of the year were 120,920L.

The citizens of Cleveland are agitating the project for a railroad from the Cleveland, Columbus and Cincinnati Railroad at Berea, through Medina, Wooster and other towns, to some points in the Tuscarawas Valley.

The Rogers Locomotive Works, Paterson, N. J., are enlarging, in view of an expected increase of business. The Grant Locomotive Works are said to be closed for want of work.

The *Pelta Blade* says that the project on foot for the establishment of a railroad from Des Moines to Albia, via Knoxville, is meeting with good success.

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE.

ALBANY, Jan. 21, 1868.

TWENTY-NINTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a semi-annual dividend of Three Per Cent. on the capital stock thereof, payable on the 20th day of February next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City National Bank.

The transfer books will be closed at the close of business on Friday, the 31st day of January inst., and be re-opened on the morning of Monday, the 24th day of February next.
E. D. WORCESTER, Treasurer.

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Rails of any desired weight or pattern furnished on short notice.

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For Tools, Dies, Taps, Punches, &c.
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ESTABLISHED 1833.

TO BRIDGE CONTRACTORS,
LOUISVILLE, CINCINNATI, AND LEXINGTON
RAILROAD,

CHIEF ENGINEER'S OFFICE,
LOUISVILLE, KY., January 13, 1868.

SEALED PROPOSALS will be received at this office until February 15, 1868, for about twenty-six hundred lineal feet of Bridge superstructure (in iron and timber) for the Kentucky river and other streams crossing the Louisville and Cincinnati Railroad. Thirteen hundred feet will be in spans of 200, 150, 125, and 100 feet, and the residue in 75 feet spans and under; all upon plans and specifications exhibited on and after the 20th inst.; but proposals upon other plans will be considered. Each bid will cover materials, labor of all kinds, transportation, and erection. For a portion of the Bridge work completion will be required July 1st, 1868, and for all by September 1st ensuing. Payments cash, with the usual reservation on partial payments to secure fulfillment of contract. Right reserved to reject any or all bids.

Proposals will also be received for the temporary trestling on the line.

444

I. M. ST. JOHN,
Chief Engineer.


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HYDRAULIC CYLINDERS, SPINDLES, AXLE BOXES,
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Frogs, Switch Rods, Stands and Levers;

Hook Head and Countersunk

Head Spikes,

BRIDGE AND CAR BOLTS,

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Steam Engines and Boilers,

IRON AND BRASS CASTINGS,

Engine & Machine Work,

Steam and Water Fittings, &c.

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OF THE

Union Pacific Railroad

Running West from Omaha

Across the Continent,
ARE NOW COMPLETED.

THE TRACK BEING LAID AND TRAINS RUNNING
WITHIN TEN MILES OF THE SUMMIT
OF THE ROCKY MOUNTAINS.

The remaining ten miles will be finished as soon as the weather permits the road-bed to be sufficiently packed to receive the rails. The work continues to be pushed forward in the rock cuttings on the western slope with unabated energy, and a much larger force will be employed during the current year than ever before. The prospect that the whole

GRAND LINE TO THE PACIFIC
WILL BE COMPLETED IN 1870,

was never better. The means so far provided for construction have proved ample, and there is no lack of funds for the most vigorous prosecution of the enterprise. These means are divided into four classes:

1.—UNITED STATES BONDS.

Having thirty years to run, and bearing six per cent. currency interest, at the rate of \$16,000 per mile for 517 miles on the Plains; then at rate of \$48,000 per mile for 150 miles through the Rocky Mountains; then at the rate of \$32,000 per mile for the remaining distance, for which the United States takes a second lien as security. The interest on these Bonds is paid by the United States government, which also pays the Company one-half the amount of its bills in money for transporting its freight, troops, mails, &c. The remaining half of these bills is placed to the Company's credit, and forms a sinking fund which may finally discharge the whole amount of this lien.

2.—FIRST MORTGAGE BONDS.

By its charter the Company is permitted to issue its own First Mortgage Bonds to the same amount as the bonds issued by the government, and no more, and only as the road progresses. The Trustees for the Bondholders, are the Hon. E. D. Morgan, U. S. Senator from New York, and the Hon. Oakes Ames, Member of the U. S. House of Representatives, who are responsible for the delivery of these Bonds to the Company in accordance with the terms of the law.

3.—THE LAND GRANT.

The Union Pacific Railroad Company has a land grant or absolute donation from the government of 12,800 acres to the mile on the line of the road, which will not be worth less than \$1.50 per acre, at the lowest valuation.

4.—THE CAPITAL STOCK.

The authorized capital of the Union Pacific Railroad Company is \$100,000,000, of which \$8,500,000 have been paid on the work already done.

The Means Sufficient to Build the Road.

Contracts for the entire work of building 314 miles of first-class railroad west from Omaha, comprising much of the most difficult mountain work, and embracing every expense except surveying, have been made with responsible parties, (who have already finished over 540 miles), at the average rate of sixty-eight thousand and fifty-eight dollars (\$68,058) per mile. This price includes all necessary shops for construction and repairs of cars, depots, stations, and all other incidental buildings, and also locomotives, passenger, baggage, and freight cars, and other requisite rolling stock, to an amount that shall not be less than \$5,000 per mile. Allowing the cost of the remaining one hundred and eighty-six of the eleven hundred miles assumed to be built by the Union Pacific Company to be \$90,000 per mile, The Total Cost of Eleven Hundred Miles will be as follows:

914 miles, at \$68,058.....	\$62,205,012
186 miles, at \$90,000.....	16,740,000
Add discounts on bonds, surveys, &c.....	4,500,000

Amount.....\$83,445,012

As the U. S. Bonds are equal to money, and the Company's own First Mortgage Bonds have a ready market, we have as the

Available Cash Resources for Building Eleven Hundred Miles:

U. S. Bonds.....	\$39,328,000
First Mortgage Bonds.....	29,328,000
Capital Stock paid in on the work now done.....	1,500,000
Land Grant, 14,080,000 acres, at \$1.50 per acre.....	21,120,000
Total.....	\$89,276,000

The Company have ample facilities for supplying any deficiency that may arise in means for construction. This may be done wholly or in part by additional subscriptions to capital stock.

EARNINGS OF THE COMPANY.

At present, the profits of the company are derived only from its local traffic, but this is already much more than sufficient to pay the interest on all the Bonds the Company can issue, if not another mile were built. It is not doubted that when the road is completed the through traffic of the only line connecting the Atlantic and Pacific States will be large beyond precedent, and, as there will be no competition, it can always be done at profitable rates.

It will be noticed that the Union Pacific Railroad is, in fact, a Government Work, built under the supervision of Government officers, and to a large extent with Government money, and that its bonds are issued under Government direction. It is believed that no similar security is so carefully guarded, and certainly no other is based upon a larger or more valuable property. As the Company's

First Mortgage Bonds

are offered for the present at NINETY CENTS ON THE DOLLAR, they are the cheapest security in the market, being more than 15 per cent. lower than U. S. Stocks. They pay

SIX PER CENT. IN GOLD,

or over NINE PER CENT. upon the investment, and have thirty years to run before maturity. Subscriptions will be received in New York at the Company's Office, No. 20 Nassau street, and by

CONTINENTAL NATIONAL BANK, 7 Nassau st.,
CLARK DODGE & CO., Bankers, 51 Wall st.,
JOHN J. CISCO & SON, Bankers, 33 Wall st.,
HENRY CLEWS & CO., Bankers, No. 32 Wall st.,
HEDDEN, WINCHESTER & CO., Bankers, No. 69 Broadway.

and by the Company's advertised Agents throughout the United States. Remittances should be made in drafts or other funds par in New York, and the bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP, showing the Progress of the Work, Resources for Construction, and Value of Bonds, may be obtained at the Company's Offices or of its advertised Agents, or will be sent free on application.

JOHN J. CISCO, Treasurer, New York.
January 8th, 1869.

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Having proved exact time-keepers, in order to more thoroughly introduce their general use, we will send them by express at our own expense to any part of the United States.

The January number of Benedict's Railroad and Steamboat Time Table may be obtained at the above places, or sent by mail, 25c.

DE LOHME BENEDICT, Editor, 95 Liberty street,
also agent for the National Watch Co., No. 691 Broadway.

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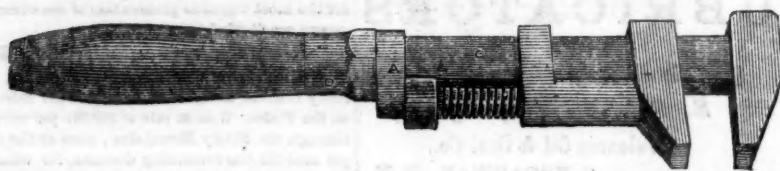
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